

SEPTEMBER 30, 1974

HS-014 594 - 706 HS-600 673; 778; 912; 928; 977; 979; 984 HS-601 033; Traffic Safety 084; 135-136; 187; 218; 244; 285; 291; 305; 343; 395; 409; 447; 459; 499; Administration 551; 602; 632; 654; 705; 709; 762-764 HS-801 002; 080; 096; 103-104; 106; 112; 123-124; 133; 136; 138; 141-142; 144; 149; 151; 157-158; 169 HS-820 206



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74-11

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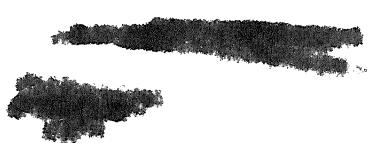
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HS-014 594

EMISSIONS AND NOISE

Work of one company in the fields of exhaust emission control and vehicle noise abatement is reviewed. Consideration is given to the problem of atmospheric pollution, lines of research, post-treatment of exhaust gases, methods of measuring emissions, vehicle noise reduction procedures, and the use of an anechoic test cell for engine noise research.

by A. Baker

Publ: Journal of Automotive Engineering v3 n2 p24-6 (Feb 1972)

1972

Availability: See publication

HS-014 595

STANDARD TESTS FOR CAMS AND FOLLOWERS

The Coordinating European Council (CEC) for the Development of Performance Tests for Lubricants and Engine Fuels proposes a standardized cam and tappet test rig. The proposal is directed to motor manufacturers, oil companies, and additive suppliers in order to reduce the number of tests conducted. Details are given of the CEC cam and cam follower test machine, together with the results of a limited program of work on a prototype model of the rig to evaluate its potential for screening the anti-wear performance of lubricants. Several cam and tappet procedures were simulated: Ford Zephyr cam and tappet rig test, Peugeot tappet pitting test, and Volvo B18 cam and tappet wear test. The simulated tests were carried out with reference pass and fail oils and results were obtained that gave good correlation with the normal test procedures simulated, demonstrating the CEC test potential.

by D. C. Roberts; F. C. Wykes

Publ: Journal of Automotive Engineering v3 n3 p9-13 (Mar 1972)

1972 ; 1ref

Availability: See publication

HS-014 596

SUSPENSION GEOMETRY

An examination of suspension geometry provides a method by which the movements of the road wheel in contact with the road surface (scrub, steer, and fore and aft movements) are related to the pitch, bounce, and roll movements of the body of the vehicle. The object intended is to provide a working tool which is simple to use, which shows how changes in suspension layout affect the various parameters, and which will produce data that can be applied in ride and handling simulations. The method of calculation is shown to agree with the experimental results. The theoretical analysis is held to be justified and to enable the calculation of: displacement of and rotations about the tire contact patch; suspension derivatives; and the locus of any point within the suspension. Inputs to the system for which these values may be calculated are: body bounce, body pitch, body roll, and steering movement.

by D. M. Butler; J. R. Ellis

Publ: Journal of Automotive Engineering v3 n3 p14-21 (Mar 1972)

1972 ; 7refs

Availability: See publication

HS-014 597

ALTERNATIVE AUTOMOTIVE POWER PLANTS

The outlook for automotive power sources is reviewed, and it is concluded that the spark-ignition gasoline engine will remain the power source of the 1970's. Long-range alternatives include radically modified spark-ignition gasoline engines, diesel engines, gas turbines, battery and fuel cell, hybrid electric engines, Stirling engines, and Rankine cycle engines. The use of rotary, stratified-charge, and intake valve throttled engines is forecast. Problems with diesel engines are cited, and the competition of gas turbines is examined. Further consideration is given to the design and applications of electric and hybrid vehicles. The status of air pollution control efforts in the United States is also reviewed.

by E. M. Estes

Publ: Journal of Automotive Engineering v3 n4 p8-15 (Apr 1972)

1972

Availability: See publication

HS-014 598

SIMULATED ROAD TESTING

Two methods of simulated road testing are considered, the first based on records previously obtained in a prototype vehicle and the second on spectral description of the road surface. The first method is subject to three major drawbacks: before any test can be made, a prototype vehicle must be constructed and a stress history of the components under test recorded; the application of requisite forces and constraints to an isolated component can impose practical difficulties; and modification of any part of a component under test requires obtaining a new stress history before a modified test can be established. The second method is more promising and is being developed for industrial testing of vehicles. It seems likely to provide a very good simulation of vehicle response to random road profile undulation as it can be treated as an ergodic process. Equations for both methods are set forth.

Publ: Journal of Automotive Engineering v3 n4 p17-9 (Apr 1972)

1972 ; 4refs

Prepared in cooperation with the National Engineering Lab., under contract with the Dept. of Trade and Industry, Scotland.

Availability: See publication

HS-014 599

TRACTION V. STABILITY IN PASSENGER CARS

Experiments are described which studied the reasons why some cars have a feeling of insecurity on corners or are difficult to keep straight on high-speed roads. Consideration is given to oversteer or pseudo-oversteer, the effect of speed, stability with traction, and available solutions. It is found that the predominant unwanted effect of high speeds is the aerodynamic-positive (oversteer) couple which varies in a particular manner. If a car has several oversteer effects balanced in steady-state by a set of understeer effects, the sum of

which exceeds the oversteer, instability results. Equations are given.

by S. H. Grylls
 Publ: Journal of Automotive Engineering v3 n5 p8-15 (May 1972)
 1972 ; 2refs
 Availability: See publication

HS-014 600

TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS

Procedures used in the design and application of a combined torque converter-powershift transmission system are described. In conjunction with digital computers, these procedures provide data on specific power train proposals which are then compared with known values of acceptable and unacceptable data for clutch design, vehicle acceleration, deceleration, jerk, and vehicle response.

by T. W. Baehler
 Twin Disc, Inc., Racine, Wis.
 Rept. No. SAE-730838 ; 1973 ; 9p 3refs
 Presented at the National Combined Farm, Construction and Industrial Machinery and Fuels and Lubricants Meetings, Milwaukee, 10-13 Sep 1973.
 Availability: SAE

HS-014 601

POWER FLOW AND TORQUE IN EPICYCLIC GEARING

An alternative approach to the analysis and design of epicyclic gearing arrangements is described which begins with torque and power. The speed relationships are revealed as a consequence. The derivation of the speed equation is shown along with the derivation of torque ratio, and the applications of the principles in synthesis. Complex trains are analyzed, and the generalization of torque analysis and its application are discussed.

by D. Fitzgeorge
 Publ: Journal of Automotive Engineering v3 n6 p35-9 (Jun 1972)
 1972 ; 4refs
 Amended version of "Analysis of Epicyclic Gear Speed Ratios via Power Flow and Torque" by D. Fitzgeorge, Tech. Note MM4, Dept. of Mechanical Engineering and Engineering Production, UWIST, Cardiff, May 1969.
 Availability: See publication

HS-014 602

LEGISLATION AND THE DIESEL ENGINE

Worldwide legislation dealing with noise and exhaust emissions of diesel engines is examined. Action taken in North America, Western Europe, Japan, and the United Kingdom are reviewed in terms of costs, rank of pollution sources, international coordination, engine treatments, predicted diesel engine noises, exhaust smoke, and exhaust gas emissions. The need for harmonization of legislation on a global basis is noted. It is suggested that some of the standards set are over-

restrictive and do not result in the expected improvement in quality of life. The future of the diesel engine is assessed.

by D. Bampton
 Publ: Journal of Automotive Engineering v3 n8 p20-5 (Sep 1972)
 1972 ; 3refs
 Availability: See publication

HS-014 603

SIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS

A mathematical model is presented for simulating vehicle dynamic braking characteristics. It has proved useful in demonstrating in some detail the fundamental characteristics of a braking system under specific conditions and in showing the influence of various parameters on braking behavior. It is anticipated that the incorporation of suggested improvements will ensure accurate representation over a wide range of operating conditions and provide the designer with comprehensive information for improved system optimization at the prototype stage.

by B. R. Aurora
 Publ: Journal of Automotive Engineering v3 n8 p13-9 (Sep 1972)
 1972 ; 14refs
 Availability: See publication

HS-014 604

A SHORT CUT TO EPICYCLIC GEARING DESIGN-- PT. 1

The use of a certain chart to help design single- or multi-ratio gearboxes is shown in regard to applications to the solution of typical problems with multi-ratio trains. The chart covers the type of gear having only one carrier but possibly a complex arrangement of planetary members. Alternative gear ratios are achieved only by the selective braking of two central members; the input and output members of the train are always the same two central members. The method outlined allows the effects of alterations to be studied readily. Applications of the chart to specific problems are illustrated. The formula upon which the method is based relates transmission ratio, radius of the fixed (reaction) member, and radius of the output member.

by D. Fitzgeorge
 Publ: Journal of Automotive Engineering v3 n9 p17-20 (Oct 1972)
 1972
 Availability: See publication

HS-014 605

A SHORT CUT TO EPICYCLIC GEARING DESIGN-- PT. 2

A continuance of a discussion of applications of the rF (radius of the fixed or reaction member) chart to the design of planetary gearboxes is presented. Examples of epicyclic gearing design are detailed, and the allocation of teeth numbers in the chart and equation is explained. It is suggested that the method offers to specialists a systematic way for obtaining a variety of gear forms from which the most promising ones can

September 30, 1974

HS-014 611

be selected for detailed consideration. The problems of tooth alignment and gear assembly increase rapidly with increase of selectable ratios.

by D. Fitzgeorge
Publ: Journal of Automotive Engineering v3 n10 p16-21 (Nov 1972)
1972 ; 5refs
Availability: See publication

HS-014 606

THE FUTURE OF SEAT BELTS

Recent and probable future developments in seat belts are reviewed. Seat belt legislation in the United Kingdom and United States is discussed along with configurations and injury criteria requirements. Testing is reported which studied details of belt system, head severity index, peak head deceleration, maximum chest deceleration, peak shoulder belt load, and forward head movement. Research into passive seat belt systems and their injury criteria is examined, along with testing techniques and characteristics of the ideal passive belt material. Final consideration is given to a comparison of seat belt and air bags.

by E. Nichol
Publ: Journal of Automotive Engineering v3 n10 p9-15 (Nov 1972)
1972
Availability: See publication

HS-014 607

WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS

Vehicle entrance onto the wrong end of freeway off-ramps was studied in an accelerated California program which uses a portable surveillance unit to count each vehicle wrongly entering an off-ramp and to verify the action by taking a single photograph. Program history and recent developments are reviewed, including types of signs used to indicate wrong direction to the driver. Problem ramps are identified as those of basically standard geometry, usually with no known previous problems, and those with difficult or confusing geometry. Wrong-way accident characteristics are described. The program is evaluated in terms of accident reduction and of improvements in confusion and inconvenience.

by J. D. Gabriel
Publ: Traffic Quarterly v28 n2 p227-40 (Apr 1974)
1974 ; 1ref
Availability: See publication

HS-014 608

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3

An analysis of the soil and driving medium interface is undertaken to establish a mathematical solution to vehicle design, and the results are used to establish a mobility level that can be compared with a known condition. Equations are given with several variables examined: traction, resistance, wheels or tracks on soil; and stability, propulsion, and resistance in water. Problems of entry into and egress from

water obstacles are discussed for high mobility amphibious vehicles.

by K. Parmee; C. D. Cernes
Publ: Journal of Automotive Engineering v3 n7 p10-3 (Jul 1972)
1972
Availability: See publication

HS-014 609

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3

Some unusual aspects to be considered in dealing with high mobility vehicles are illustrated. Land obstacle performance (generally, the ability to negotiate vertical steps and lateral ditches) is determined for 4 x 2 vehicles, 4 x 4 vehicles, 4 x 4 vehicles with trailers, 6 x 4 vehicles, 6 x 6 vehicles, and tracked vehicles. Road performance, transmission wind-up, and tracked vehicle steering are also considered. Diagrams and equations are included.

by K. Parmee; C. D. Cernes
Publ: Journal of Automotive Engineering v3 n5 p16-20 (May 1972)
1972
Availability: See publication

HS-014 610

CAN 10 HOURS CAUSE ACCIDENTS?

A landmark study prepared for the Bureau of Motor Carrier Safety on driver fatigue and hours of services is examined to determine whether the existing rules need changing. The study contends that the system of paying truck drivers is structured to conflict with highway safety and should be changed. It is found that: there are real increases in driver errors during the latter part of a 10-hour shift; rest breaks become less effective as the shift progresses; sleeper drivers seem to be aided less by the rest breaks than relay drivers; several days of duty without extended time off has a cumulative effect in reducing the driver's awareness; older drivers (over 45) are more adversely affected by prolonged driving; awareness varies by time of day; more drivers approve of the present hours than disapprove. Recommendations for industry and government are offered, along with limitations of the study.

by S. Byczynski
Publ: Fleet Owner v69 n4 p76-9 (Apr 1974)
1974
Availability: See publication

HS-014 611

CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS 1970-1971

A statistical study based on data from 782 accident reports and the follow-up questionnaires is presented on crash/injury and ejection in commercial vehicle accidents. Data for 1970 and 1971 are tabulated separately in six tables dealing with: driver ejection from power unit; ejection from sleeper berth to cab; driver contact with interior objects in relation to type of power

unit involved; area of ejection; installation and use of seat belts; and year of vehicle manufacture.

Bureau of Motor Carrier Safety, Washington, D.C.
1973 ; 22p
Availability: Corporate author

HS-014 612

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT

A simplified procedure for computing vehicle offtracking on curves is presented, developed by modifying the existing procedures to identify critical bus offtracking. Modification consisted of the use of an additional geometric relationship required to calculate swept width, a parameter considered to be more significant than offtracking per se. Swept width is the apparent width of a vehicle as it executes a turning maneuver. Results of data analysis for 15 buses and three tractor-semitrailer combinations (widths of 96 and 102 inches), and a full-sized station wagon reveal that critical swept width does not occur until a curvature of 27 degrees, or a radius of 212 feet or less, is reached. The procedure can be used to select a maximum degree of curvature which would permit a vehicle to stay within the selected lane width and by regulatory agencies when permits are requested for movement of vehicles that exceed the legal maximum width or length.

by G. B. Pilkington, 2nd; P. D. Howell
Federal Hwy. Administration, Washington, D.C.
Rept. No. FHWA-RD-74-8 ; 1973 ; 28p 12refs
Staff Rept.

Availability: Corporate author

HS-014 613

ANOTHER CHANCE FOR ELECTRICS?

The status of electric vehicles is reviewed with an outlook for the future presented. Activities of competing manufacturers are described along with design problems that remain to be solved. Consideration is also given to past, present, and future batteries; candidates for battery systems; and the energy conservation factor with regard to velocity and acceleration. Proposed solutions for other aspects of the total electric car system, such as insulate panels and glass, efficient air conditioners, costs, and steering and cold weather, are also discussed.

by C. A. Gottesman; J. B. Pond
Publ: Automotive Industries v150 n8 p29-34 (15 Apr 1974)
1974

Availability: See publication

HS-014 614

AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT

The training of learner motorcyclists is examined, with data provided on useful material relating to the Royal Automobile Club/Auto-Cycle Union (RAC/ACU) training scheme. A new syllabus of training was worked out in which greater emphasis is placed on instruction in practical riding and road behavior

and indicated ways in which an increased number of learner motor cyclists might be induced to undergo systematic training. A review of the literature is presented along with a study of the RAC/ACU training schemes. Results from questionnaires indicate that there is considerable diversity between the schemes, reflected in the experience and training which the organizers have received to carry out such work, the instructor-pupil ratio, the length of time of each course, the emphasis placed on the various topics and the facilities available for training.

by S. Raymond; S. Tatum
Salford Univ., Lancs. (England). Road Safety Res. Unit
1973 ; 201p 30refs
Availability: Corporate author

HS-014 615

THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION PROGRAM

An experimental motor vehicle inspection program conducted by the Michigan State Police in three counties is described. The experiment was an enhancement of a checklane spot-inspection program. Follow-up procedures included mandatory repair of hazardous defects and a computerized monitoring system of the voluntary repair of non-hazardous defects. A random sample of 6000 vehicles was given full inspection; 43,000 were checked for lighting, and 5500 drivers were interviewed. For the six-month observation period, a 5-10% reduction in vehicle defects was obtained. Driver interviews showed no decrease in public acceptance of the program, despite substantially increased police effort. The follow-up procedures were effective, with 75% of the vehicles failing inspection being subsequently repaired.

by J. S. Creswell, Jr.
Publ: HIT Lab Reports v4 n5 p1-9 (Jan 1974)
1974 ; 11refs
Availability: See publication

HS-014 616

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT

The purpose of this research was to study the problem of wrong-way movements on divided, rural highways in Indiana. The research was in two parts: a general review of the characteristics of wrong-way accidents that have occurred in Indiana and an investigation of various alternatives that could be used to reduce wrong-way movements. The basic data were obtained by searching State Police accident records. Field investigations were made at accident sites to supplement the records and to determine the physical characteristics of the point where wrong-way movements originated. The study showed 39 deaths resulting from 96 accidents over a three year period. Only 31% of the wrong-way drivers were not drunk, were not old (over 65) and/or were not fatigued. Conditions typical wrong-way movement origin sites included darkness, low land-use and low traffic volumes. Any measure that improves the driver's visibility and perception of access points on divided highways would decrease wrong-way movements. Possible measures included night lighting, raising the elevation of crossroads, making medians more distinct, and the use

September 30, 1974

HS-014 621

simple configurations. Additional barrier curbs will direct traffic in the right direction.

by P. N. Scifres
Joint Highway Research Project, Lafayette, Ind.
Rept. No. JHRP-74-3 ; 1974 ; 127p 10refs
Master's thesis, Purdue Univ.
Availability: Corporate author

HS-014 617

ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS

Several aspects of surface characteristics of highways in relation to accident risk are examined, and the potential for reduction in accidents by changes in texture are shown. The general accident situation is reviewed with some of the underlying causes discussed, together with an indication of costs associated with road accidents. Consideration is given to excess of injury accidents due to road wetness, skidding resistance, night visibility, and general visibility. All evidence points to the need for macroscopically rougher textures. Additional particular requirements are harshness, angularity of projections, and porosity of surface.

by B. Sabey
Transport and Road Res. Lab. (England)
1973 ; 12p 12refs
Presented at the Safety and the Concrete Road Surface--Design, Specification and Construction Symposium, Cement and Concrete Assoc., Birmingham, 29 Nov 1973.
Availability: Corporate author

HS-014 618

LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT

A quantitative description of the mobility of the human torso is developed in a systematic multidisciplinary investigation involving techniques of cadaver dissection, anthropometry, radiography and cineradiography, photogrammetric and computer analysis. Some 72 anthropometric dimensions were obtained on 28 male volunteers who were matched to a 1967 survey of 2385 males. Major results of the study are: prediction equations and graphs depicting both surface marker and bone reference point locations for a large range of body positions and specific anthropomorphic variables; prediction equations and graphs describing the motion of the base of the spine reference point in relation to defined seated and standing reference points for given reaches; and a statistical tabulation with illustrations of 72 anthropometric dimensions. Surface landmarks selected could predict precise locations of the underlying anatomical landmarks.

by R. G. Snyder; D. B. Chaffin; R. K. Schutz
Michigan Univ., Ann Arbor
Contract F-33615-70-C-1777
Rept. No. HSRI-71-112; AMRL-TR-71-88; AD-754 924 ; 1972 ; 330p 127refs
Rept. for Jun 1970-Jul 1971.
Availability: NTIS

HS-014 619

WHY I'M FOR BUCKLE-UP LAWS

Seat belt use laws are advocated and their encouragement by public officials is suggested. Benefits of seat belts are reviewed and the effectiveness of the Australian national safety belt law in reducing injuries is cited. American statistics are also mentioned regarding fatality prevention of belted drivers. The constitutional question of the possible intervention by the state in a private citizen's activity is examined, along with the relationship of air bags and the safety belt interlock system. Methods for promoting public discussion and support for the legislation are outlined.

by R. H. Austin
Publ: Traffic Safety v74 n5 p12-4, 36-8 (May 1974)
1974 ; 6p
Availability: See publication

HS-014 620

THE DRIVE TO CUT HOLIDAY DEATHS

Stricter drinking while driving laws adopted in California in 1974 are reviewed. More rigorous prosecution of arrested drivers is forecast, with less plea bargaining by drivers with a blood alcohol content of less than .15%. Lawsuits and public attitudes are cited regarding drinking while driving accidents and injuries, including degree of fault. Increases in drunk driver arrests are also mentioned, along with innovations such as flashing blue and red lights on police cars. Policies under the new law are examined, such as imprisonment, fines, and a driver improvement program for offenders. Greater awareness and participation on the part of judges in dealing with the offenders is emphasized as a goal of the legislation. The role of the Fatal Accident Reduction Enforcement program is also noted.

by W. L. Roper
Publ: California Highway Patrolman v37 n10 p48-9, 52-3, 56-7, 62-3 (Dec 1973)
1973
Availability: See publication

HS-014 621

USING MEASUREMENT IN AUTOMOTIVE ENGINEERING

Some generalizations are offered on the measurements likely to be considered in typical automotive engineering problems and which can be used as guidelines in reducing measurement problems to instrumentation questions. Measurements are described which pertain to emissions, safety (strength testing, structural considerations, crash testing); performance (aerodynamics, drive characteristics, vehicle handling, passenger comfort, engine performance, noise, electrical subsystem characteristics); and component evaluation. A guide to standard measurement quantities and units is included, dealing with mechanics, heat, fluids, acoustics, materials, electricity and magnetism, optics and radiation, and chemistry.

Publ: Automotive Engineering v82 n5 p34-45 (May 1974)
1974
Availability: See publication

HS-014 622

SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT

The selection of instrumentation for automotive test and measurement is discussed, with focus on the class of device needed to provide the desired data and the elements which will do the job most effectively. Primary considerations include functions, performance, and features. The basic functions include stimulation, sensing, signal conditioning, and output. Specific mention is made of signal generators, vibration excitors or shakers, special-purpose simulators, stroboscopes, sensors and transducers. Various signal conditioners and output devices are described. Further consideration is given to spectrum analyzers, signal correlators, measuring instruments, data acquisition systems, and test equipment which incorporate all stimulus and signalizing functions. Instrument specification is also detailed.

Publ: *Automotive Engineering* v82 n5 p46-51 (May 1974)
1974

Availability: See publication

HS-014 623

TURBOCHARGING THE PETROL ENGINE

Consideration of turbocharging the petrol engine is discussed in view of rising gasoline costs and the stricter pollution control legislation. The basic aims of turbocharging are set forth: to increase power, increase economy, and reduce exhaust emissions. Difficulties of matching the turbocharger to the engine are examined with alternatives defined. The compression ratio and octane requirement are discussed along with the general arrangement of the turbocharger between the carburetor and the engine, and thermal and mechanical loading factors. Applications of turbocharging by Oldsmobile, Chevrolet, and Ford are described.

by K. Garrett
Publ: *Engineering* v214 n3 p183-6 (Mar 1974)
1974

Availability: See publication

HS-014 624

EMISSION CONTROL SERIES: PT. 4, VOLKSWAGEN

Actions taken by Volkswagen to keep its air-cooled engines acceptably clean are reviewed. Design and drawings are given for evaporative emission control, air pump, exhaust gas recirculation, thermostatic air cleaner, throttle-holding devices, positive crankcase ventilation, and vacuum choppers.

by P. Weissler
Publ: *Motor Service* p20-2, 114, 116-7 (Apr 1974)
1974

Availability: See publication

HS-014 625

EMISSION CONTROL: FIRST, THE BASICS, PT. 1

Basic principles and systems involved in emission control are reviewed. Emissions from three sources are examined: crank-

case, exhaust, and fuel evaporation. Consideration is also given to heated air intake, the air injection system, transmission and speed-controlled spark, and exhaust gas recirculation. Design drawings are included. The need for proper specifications and procedural literature is emphasized in dealing with anti-pollution device problems.

Publ: *Motor Service* p24-7 (Jan 1974)

1974

Pt. 2 is HS-014 626; pt. 3 is HS-014 627; pt. 4 is HS-014 624.
Availability: See publication

HS-014 626

EMISSION CONTROL SERIES: PT. 2, AMC

Systems and methods employed by American Motors Corp. to meet the 1974 emission standards and to improve or maintain good driveability are reviewed. Details are given on the air guard (which injects fresh air into the exhaust stream to give hot emissions extra oxygen), cooling combustion (exhaust gas recirculation), the PCV system, transmission controlled spark system to reduce nitrogen oxides, electrical opening of the choke, and heated intake system. Diagrams are included.

by B. Freudenberger

Publ: *Motor Service* p30-1, 76, 78 (Feb 1974)
1974

Availability: See publication

HS-014 627

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION

Chrysler Corporation's Cleaner Air System, the conglomerate of systems that contribute to emission reduction, is described. Most of the changes for 1974 are minor alterations in evaporative control, exhaust gas recirculation, spark advance, and electrical choke assistance. The heated air system is detailed, along with the air injection system and crankcase checkout. Related reductions in hydrocarbons, carbon monoxide, and nitrogen oxides are considered.

by B. Freudenberger

Publ: *Motor Service* p32-3, 42, 44, 46-7 (Mar 1974)
1974

Availability: See publication

HS-014 628

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY

In order to establish a digital computer-based mathematical method for predicting the braking performance of trucks and tractor-trailers, two simulation programs were developed. Each was based on a two-dimensional mathematical model, one representing a two- or three-axle truck, and the other a three-, four-, or five-axle tractor-trailer combination. In each case the user may specify the vehicle geometry, brakes, suspension, tire and tire-road interface characteristics, weight, and payload distribution, and can introduce road roughness into the program. Detailed descriptions of the mathematical models of the

September 30, 1974

HS-014 633

vehicles, suspension systems, tires, brakes, and brake systems are given, and the digital computer programs for braking performance simulation are described. Vehicle parameters and their measurement are given, and dynamic tests on full scale vehicles are reported. With certain minor qualifications, results from the simulation programs agree well with the results from the tests. Further, it was found that the programs developed are easy to use, allow a large number of options to the user, are efficient and cost effective.

by R. W. Murphy; J. E. Bernard; C. B. Winkler
Michigan Univ., Ann Arbor. Hwy. Safety Res. Inst.
Rept. No. UM-HSRI-PF-72-1; PB-212 805 ; 1972 ; 239p 17refs
Sponsored by the Motor Vehicle Manufacturers Assoc.,
Detroit.
Availability: NTIS \$3.00

HS-014 629

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972

Statistics on school bus accidents in Michigan are given, with three types considered: accidents in which school buses were physically involved; those in which other vehicles caused injury to pupils before boarding or after alighting from buses; and accidents directly or indirectly influenced by the stopping of school buses even though the buses were not physically involved. The statistics emphasize the need for determining the possible causes of school bus accidents, pointing out the need for more legislation and/or greater diligence and training of bus drivers, school administrators, and equipment suppliers to reduce the problems.

Michigan State Police, East Lansing
1972 ; 42p
Availability: Corporate author

HS-014 630

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT

The basics of meteorology and its effect on pollutant concentrations on and within the highway corridor are discussed. Consideration is given to: the general relationship between meteorology and air pollution; the role of meteorology in the transport and dispersion of air pollutants; a method to estimate the surface stability of the atmosphere; meteorological surveys; meteorological factors to be considered in highway route location; a highway line source model for analyzing meteorological data; and sources of meteorological data.

by A. J. Ranzieri
California Div. of Highways, Sacramento
Contract FH-11-7730
Rept. No. CA-HWY-MR6570825(1)-72-11; PB-219 811; FHWA-
RD-72-33 ; 1972 ; 169p 20refs
Rept. for Jun 1971-Apr 1972. Vol. 2-8 are HS-014 631--HS-014
637.
Availability: NTIS

HS-014 631

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT

The emission factors which are most representative of vehicles using freeways, local roads, and streets are reported. The emission factors take into account the vehicle deterioration factors, model year, annual mileage traveled, and average route speed. The developed emission factors are based on the best data currently available.

by A. J. Ranzieri
California Div. of Highways, Sacramento
Contract FH-11-7730
Rept. No. CA-HWY-MR6570825(2)-72-10; PB-219 812; FHWA-
RD-72-34 ; 1972 ; 68p 6refs
Rept. for Jun 1971-Apr 1972. Vol. 1 is HS-014 630; vols. 3-8
are HS-014 632--HS-014 637.
Availability: NTIS

HS-014 632

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT

The rationale for the method of air quality analysis which includes a consideration of traffic information is explained. The relationship between the traffic parameters and the way in which air quality is affected are also determined. Consideration is given to vehicle operating mode and pollutant emissions, vehicle volumes, traffic network changes, traffic growth factors, time framework for estimates, and minimum traffic estimate requirements.

by E. C. Shirley
California Div. of Highways, Sacramento
Contract FH-11-7730
Rept. No. CA-HWY-MR6570825(3)-72-09; PB-219 813; FHWA-
RD-72-35 ; 1972 ; 36p 11refs
Rept. for Jun 1971-Apr 1972. Vols. 1-2 are HS-014 630--HS-014
631; vols. 4-8 are HS-014 633--HS-014 637.
Availability: NTIS

HS-014 633

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT

A method of predicting pollutant concentrations within an area of study with and without the new highway is explained. The prediction analysis includes both the highway corridor and the mesoscale. The highway corridor is defined as a region extending from the point where the pollutants are generated by traffic (the highway) downwind to the point where ambient pollutant levels are again reached. The mesoscale is defined as the area throughout which traffic volumes on the surface traffic

network are significantly affected by the construction of a new highway.

by A. J. Ranzieri
California Div. of Highways, Sacramento
Contract FH-11-7730

Rept. No. CA-HWY-MR6570825(4)-72-08; PB-219 814; FHWA-RD-72-36 ; 1972 ; 71p 22refs
Rept. for Jun 1971-Apr 1972. Vols. 1-3 are HS-014 630--HS-014 632; vols. 5-8 are HS-014 634--HS-014 637. Appendix is HS-014 634.

Availability: NTIS

HS-014 634

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT

A series of curves is presented showing the relationship between ground level pollutant concentration ratio and distance from pollutant source. A series of curves giving vertical and horizontal dispersion parameters is also included. The ground level concentration ratio versus distance curves are divided into four groups: at grade sections where the wind is not parallel to the highway alignment; elevated sections and non-parallel winds; cut sections and non-parallel winds; and varied highway sections with parallel winds.

by A. J. Ranzieri
California Div. of Highways, Sacramento
Contract FH-11-7730

Rept. No. CA-HWY-MR6570825(4)-72-08-app; PB-219 815; FHWA-RD-72-37 ; 1972 ; 111p
Rept. for Jun 1971-Apr 1972. Vols. 1-4 are HS-014 630--HS-014 633; vols. 6-8 are HS-014 635--HS-014 637.

Availability: NTIS

HS-014 635

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT

The interaction between air pollutant sources and meteorological conditions contributing to the ambient air quality of a community is explained. Air pollutant sources within a highway corridor normally include stationary (domestic heaters, industrial installations, and power plants) and mobile (motor vehicle traffic on highways, local roads and streets) sources. Guidelines are presented to: determine the present ambient air quality along a proposed highway corridor from existing air monitoring station data; determine the present ambient air quality by performing an on-site air quality survey; and perform a mesoscale analysis of ambient air quality.

by A. J. Ranzieri
California Div. of Highways, Sacramento
Contract FH-11-7730

Rept. No. CA-HWY-MR6570825(5)-72-07; PB-219 816; FHWA-RD-72-38 ; 1972 ; 112p 22refs
Rept. for Jun 1971-Apr 1972. Vols. 1-5 are HS-014 630--HS-014 634; vols. 7-8 are HS-014 636--HS-014 637.

Availability: NTIS

HS-014 636

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT

A manual is presented which discusses the legal requirements for environmental studies, the air pollution phenomena, and air pollutants from vehicles. The subject matter set forth in six preceding volumes of the California-developed air quality manual is related. Specific sections deal with component parts of an air quality study, data presentation, written and tabular data summary, visual aids; response to questions for the environmental impact statement, report outline for an air quality study, building an aerometric data bank, out-of-house studies, and the systems approach to air quality studies.

by E. C. Shirley
California Div. of Highways, Sacramento
Contract FH-11-7730
Rept. No. CA-HWY-MR6570825(6)-72-06; PB-219 817; FHWA-RD-72-39 ; 1972 ; 36p 7refs
Rept. for Jun 1971-Apr 1972. Vols. 1-6 are HS-014 630--HS-014 635; vol. 8 is HS-014 637.

Availability: NTIS

HS-014 637

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT

The legal and medical aspects of air quality are presented along with the relationships between a line source (the roadway) and air quality. The role of the highway engineer in air quality is discussed in terms of planning, design, construction, maintenance, and operation. The importance of research on the subject is stressed.

by J. L. Beaton; J. B. Skog
California Div. of Highways, Sacramento
Contract FH-11-7730
Rept. No. CA-HWY-MR-7080-1-72-45; PB-219 818; FHWA-RD-72-40 ; 1972 ; 46p 50refs
Vols. 1-7 are HS-014 630--HS-014 636.

Availability: NTIS

HS-014 638

CRASH TEST DEVICE DEVELOPMENT; REPEATABLE PETE. APPENDIX A. HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA. FINAL REPORT

Appendices to a report on the development and performance of a crash test device, Repeatable Pete, are presented. Details of preparation and procedures for cadaver tests to be used as a basis for the humanlike performance of the test device are given. Sled test summary data for head accelerations and chest accelerations at impact speeds of 26.2-30.8 mph, impacting lap and torso belts, preinflated airbag, dash/windshield, and steering wheel are shown. Severity indices are given for each.

by J. H. McElhaney
Michigan Univ., Ann Arbor. Hwy. Safety Res. Inst.
Rept. No. UM-HSRI-BI-73-3-2; PB-225 177 ; 1973 ; 105p
Sponsored by the Motor Vehicle Manufacturers Assoc., Detroit.

Availability: NTIS \$7.25

HS-014 639

RECOMMENDED PRACTICE FOR THE TIRE TMPH APPLICATION

The need for off-road tire ton-mile per hour (tmph) ratings is shown, and recommended usages are given. The history of problems related to off-road tires is cited, with emphasis on tire temperature. The use of the tmph tool in the design of new vehicles is important to make sure that the tire's structural limits are not exceeded. The use of job tmph requirements in the field as a basis for tire selection will make certain that downtime due to tire heat problems will be minimal. There are limits in both load and speed for the use of the tmph concept which must be considered as well as the conditions of ambient temperature. SAE recognition of the use of tmph ratings is mentioned; they will publish tire test standards and recommendations.

by R. M. MacFarland
Goodyear Tire and Rubber Co., Akron, Ohio

Rept. No. SAE-730855 ; 1973 ; 5p

Presented at the National Combined Farm, Construction and Industrial Machinery and Fuels and Lubricants Meetings, Milwaukee, 10-13 Sep 1973.

Availability: SAE

HS-014 640

AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS TO LOW SPEED VEHICLES

An object detection system to sense obstructions in the path of low speed vehicles is described. The system uses a pulsed gallium arsenide diode laser as an illuminator, and a PIN photodiode as a detector. Reliable detection of objects with an effective area as small as 0.5 square feet was achieved. A signal processor using active filters and a phase-locked loop tone decoder was employed for both phase and frequency rejection of undesired signals, and detection of objects under high ambient light conditions.

by G. A. Burman
Naval Postgraduate School, Monterey, Calif.
Rept. No. AD-751 639 ; 1972 ; 54p 8refs

Master's thesis.

Availability: NTIS

HS-014 641

DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS

Three experiments studied the existence and size of the problem of dirt on headlamps. In the first experiment, dirt layers were systematically collected under various road conditions, and the wetness of the road was found to be important. The second experiment measured the light reduction caused by dirt on cars in traffic. It was found that even in dry weather on seemingly clean roads light reduction is normally 10-20%. In bad road conditions, few cars have light reduction below 50%. Drivers usually do not react to light reduction below 60%. In the third experiment visibility reduction in night driving was measured as a function of light reduction. A 60% light reduction causes a 20% reduction of high beam visibility and a 15% reduction of low beam visibility. Headlamp cleaners

operating through windshield wipers seem to offer the only solution to the problem.

by K. Rumar

Uppsala Univ. (Sweden). Traf. Safety Res. Group

Rept. No. 136 ; 1973 ; 16p 3refs

Sponsored by a grant from the Fylgia Attioarsfond by Trygg-Hansa Insurance Co.

Availability: Traffic Safety Research Group, Department of Psychology, University of Uppsala, S:t Larsgatan 2, S-752 20, Uppsala, Sweden

HS-014 642

HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY

Visibility distances to obstacles on the right-hand side of a straight two-lane road are determined and show that the range of high beam intensities on the road should be minimized to make the visibility distance in car meetings as long as possible. Results show that: in high beam with opposing high beam of about the same intensity there are no significant differences in the visibility distances as a function of high beam intensity over about 50,000 cd; in high beam with opposing high beam of about three times as large intensity or more there is a large loss in visibility distance; the optimal distance between two approaching vehicles for switching from high to low beam is increased by about 250 m when high beam of one of the two oncoming vehicles is increased from identical intensity to twice the intensity of the first vehicle; in high beam without opposing glare there is very little gain in visibility in relation to the amount of increase of intensity above 50,000 cd.

by G. Helmers; K. Rumar

Uppsala Univ. (Sweden). Traf. Safety Res. Group

Rept. No. 150 ; 1974 ; 35p 13refs

Sponsored by the Swedish Transport Res. Delegation.

Availability: Department of Psychology, University of Uppsala, S:t Larsgatan 2, S-752 20 Uppsala, Sweden

HS-014 643

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN SEALED BEAM HEADLIGHTS

In a series of experiments, night driving visibility distances are measured for European halogen headlights (EH4) and American sealed beam headlights (ASB) in various traffic situations. The results show that the more intense European high beam gives a 15% longer visibility distance to a gray object (0.4 m x 1.0 m) on straight roads, while in sharp curves the difference is negligible. Varied findings are reported for low beam opposing low beam in giving a difference in light distribution. A special glare evaluation carried out by pedestrians and opposing drivers shows higher perceived glare for ASB, but no indication of real discomfort or irritation was obtained. It is demonstrated that low beam vehicle lighting visibility is far from acceptable in relation to normal speeds in night time driving. Polarized headlights offer a long-range solution.

by K. Rumar; G. Helmers; M. Thorell

Uppsala Univ. (Sweden). Traf. Safety Res. Group

Rept. No. 133 ; 1973 ; 52p 25refs

Sponsored by the Swedish Road Safety Board

Availability: Traffic Safety Research Group, Department of Psychology, University of Uppsala, S:t Larsgatan 2, S-752 20 Uppsala, Sweden

AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION

An agenda for discussion of proposed changes in the Uniform Vehicle Code on registration is presented, covering: odometer reading, reflectorized plates, staggered registration, parental consent for registering vehicles owned by minors, restricted registrations, kit or homemade vehicles, and abandoned vehicles. A summary of the status of state laws comparable to each proposed revision is included. The effect of each proposal is stated along with comparative data and reasons for its support.

National Com. on Uniform Traf. Laws and Ordinances,
Washington, D.C.
1974 ; 16p refs
Availability: Corporate author

HS-014 645

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS

An agenda for discussion of proposed changes in the Uniform Vehicle Code on drivers is presented. It covers: definition of driver's license; written accident reports; license for driving in non-highway locations; driver education for all new drivers; motorcycle tests; minimum age for school bus drivers; instruction permit renewal; age for motorcycle instruction permit; proof of age; verification of application; emancipated minor; new resident with valid out-state license; license forms; renewal of expired license; discretionary renewal exams; optometrists as vision specialists; conviction; mandatory revocations; treatment for persons refusing a chemical test; right to refuse a chemical test; implied consent warnings; hearings before license withdrawals; point system suspensions; suspension for incompetency; revocation following a hearing; effect of appeal; mandatory reexamination; habitual offenders; driving with suspended or revoked license; and hours of service. A summary of the status of comparable state laws is included.

National Com. on Uniform Traf. Laws and Ordinances,
Washington, D.C.
1974 ; 55p refs
Availability: Corporate author

HS-014 646

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP SYSTEM

Information on the development of three-beam headlamp switching methods is derived. The conditions in which drivers used each of the beams while driving a car equipped with a three-beam headlamp system, and the sequences of switching between the beams, were measured. Questionnaires were also used to provide information of differences between two- and three-beam usage, and ratings of glare and visibility. A set of statements of human factors control-display design principles were compiled to devise a rating scale for the preliminary evaluation of switching concepts. It is concluded that drivers consider the mid beam to offer a worthwhile increase in visi-

bility, compared to the low beam, and would use it in many night driving conditions.

by R. G. Mortimer; D. V. Post
Michigan Univ., Ann Arbor. Hwy. Safety Res. Inst.
Contract UM-7204-C128
Rept. No. UM-HSRI-HF-73-16; PB-224 468 ; 1973 ; 64p 7refs
Sponsored by the Motor Vehicle Manufacturers Assoc.,
Detroit.
Availability: NTIS \$5.25

HS-014 647

INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS

Factors contributing to misaim of headlamps are reviewed along with a series of studies to evaluate the role of some of the factors. These include headlamp aiming methods and devices; the quality of aiming by service stations, repair shops, and dealer service departments; the effect of vehicle service on aim; and the effect of vehicle loading. It was concluded that improved training of service personnel in the use and maintenance of aimers is needed. Mechanical aimers offer greater reliability than other types. Ways need to be found to reduce the errors in locating the vehicle's long axis before other methods can be recommended. Since factory aim is generally better than in the service trade, it is suggested that new car aim should be checked out but not disturbed unless a large error is found.

by P. L. Olson; R. G. Mortimer
Michigan Univ., Ann Arbor. Hwy. Safety Res. Inst.
Contract UM-7204-C128
Rept. No. UM-HSRI-HF-73-13; PB-224 064 ; 1973 ; 67p 10refs
Sponsored by the Motor Vehicle Manufacturers Assoc.,
Detroit.
Availability: NTIS \$5.50

HS-014 648

STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966, MARCH 28, 1974

Results of low-speed crash test series for 1974 model-year imported automobiles are presented. There are indications that somewhat less damage-prone designs have been adopted by some foreign-car manufacturers, but it is also found that much needless, costly damage still is being designed into, in particular, the corners and sides of the tested models. Examples are cited of various types of impacts: front-into-barrier, rear-into-barrier, front-to-rear intervehicular, front-to-side, and corner tests at 5-15 mph. A complete documentation of the damage susceptibility of the tested 1974 models is included along with similar data for corresponding cars in 1970-1973 models. Attachments give a statement before the House Committee on Interstate and Foreign Commerce, low speed crash test results for domestic automobiles, precrash defects, and correspondence relating to the test program.

by W. Haddon, Jr.
Insurance Inst. for Highway Safety, Washington, D.C.
1974 ; 101p refs
Availability: Corporate author

HS-014 649

NEW 2.3L FORD OHC ENGINE FOR 1974

A new 4-cylinder 2.3L OHC engine developed for 1974 Ford Pinto and Mustang vehicles is described. The engine has several original features, including a die cast aluminum intake manifold and a unique automated method of setting ignition timing. Highlights of the development program include the intake manifold and the lubrication system. Several durability problems were uncovered during the program, and details of the causes and solutions are described.

by E. A. Hardy; J. W. Fostey; R. A. Sbroglio

Ford Motor Co., Dearborn, Mich.

Rept. No. SAE-740030 ; 1974 ; 20p

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 652

FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL BEFORE AND AFTER EXPOSURE TO SALT SPRAY

The advantages of using galvanized steel to protect critical structural members from corrosion are outlined. A sample specimen of galvanized steel was unaffected by exposure to 96 h of salt spray before testing. Comparable fatigue strength for 0.095 in thick hot rolled steel of nearly equivalent chemistry was about 28,000 psi; exposed to 96 h of salt spray it dropped to about 25,400 psi.

by E. A. Loria; G. W. Bush

National Steel Corp., Pittsburgh, Pa.

Rept. No. SAE-740034 ; 1974 ; 12p 3refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 650

ALFA-SUD FLAT FOUR ENGINE

The Alfa-Sud engine is a 4-cylinder, liquid-cooled boxer-type layout with a single overhead camshaft for each bank. Some of the design approaches used in meeting the criteria of a high-performance, small-displacement engine for a subcompact sports sedan are discussed. Bulk reduction during the design stage is outlined, along with results of crankshaft load studies. Serviceability was one of the criteria affecting the design, and is shown by the valve adjustment system. Appendices contain crankshaft load data and illustrations describing design, assembly, and service features.

by D. Chirico; C. Bossaglia

Alfa Romeo S.p.A., Milan (Italy)

Rept. No. SAE-740031 ; 1974 ; 13p

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 653

CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES

Vehicles subjected to southern Ontario winters were fitted with samples and used to compare corrosion of high-strength low-alloy (HSLA) steels and mild steel. Results indicate that both types of steel undergo uniform corrosion and pitting. The HSLA steels mostly show similar weight loss and were equal to or better than the mild steel from a pitting standpoint. Two of the six HSLA steels tested showed definite susceptibility to crevice corrosion.

by R. J. Neville; S. H. Melbourne

Dominion Foundries and Steel Ltd., East Hamilton, Ont. (Canada)

Rept. No. SAE-740035 ; 1974 ; 9p 8refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 651

DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL GALVANIZED SHEET PRODUCTS

Corrosion of automobile sheet components in the commonly used gauges of 0.020-0.070 inches and possible solutions to the problem are discussed. Precoated sheet is described with particular emphasis on differentially coated and other galvanized steel solutions. Corrosion is predominantly from one side only of a part so that one-side galvanization gives excellent protection, appearance, fabricability, economy, and reduced amounts of zinc in scrap. For unexposed and low visibility parts, an almost-one-side-galvanized steel is developed for exposed panels, extra smooth G-60 is a practical compromise until a practical one-side galvanized steel can be developed. Fabricable zinc rich prepainted materials have been developed but the costs of producing unexposed, structural grades appear to be prohibitive.

by A. C. Preble

National Steel Corp., Pittsburgh, Pa.

Rept. No. SAE-740033 ; 1974 ; 6p 2refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 654

CUMMINS K-SERIES ENGINES

New heavy-duty diesel engines of 6-, 8-, 12-, and 16-cycle rated 75 hp/cyl turbocharged and 100 hp/cyl turbocharged and aftercooled are described. Design and development objectives include maximizing engine durability and reliability and use of common parts in all engine models. Fuel consumption, smoke, exhaust gas emissions, and engine noise equal to or better than the best current engines within engine configurations readily adaptable to current automotive and construction equipment are also prime considerations. Initial models of the engine series meet the design and development objectives.

by J. L. Butler; J. H. Garrett; J. L. Hoch

Cummins Engine Co., Inc., Columbus, Ohio

Rept. No. SAE-740036 ; 1974 ; 15p

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 655

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES

The philosophy behind and design features of a new family of high-speed 2-stroke cycle diesels of 270-869 hp are discussed, along with some of the mechanical and performance problems encountered during their development, and some of the test methods used and the results obtained. The good power-to-weight ratios and growth potential of these 92 cubic in (1508 cubic cm) per cylinder engines make them strong contenders as highway truck, industrial, earthmover, and marine prime movers.

by D. B. Field; S. J. Hinkle

General Motors Corp., Detroit, Mich.

Rept. No. SAE-740037 ; 1974 ; 23p 4refs

Presented at the Automotive Engineering Congress, Detroit, 25

Feb-1 Mar 1974.

Availability: SAE

HS-014 656

CATERPILLAR 3400 SERIES ENGINES

A new family of heavy duty diesel engines, the 3400 Series, developed by Caterpillar Tractor Co. is described. The family includes Inline 6 cylinder, V-8 and V-12 engines covering the 270-750 hp range. Stringent program objectives were established in the areas of durability, reliability, commonality, flexibility and serviceability within defined limits of cost and weight. Design, development, and manufacturing planning were closely coordinated to ensure economical manufacturing with high volume tooling. The design, development, and certain aspects of engine applications are examined.

by E. J. Kirk; D. R. Krull

Caterpillar Tractor Co., Peoria, Ill.

Rept. No. SAE-740038 ; 1974 ; 26p 1ref

Presented at the Automotive Engineering Congress, Detroit, 25

Feb-1 Mar 1974.

Availability: SAE

HS-014 657

ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD

An elasto-plastic analysis based on a plastic hinge mechanism with large deformation analysis for the prediction of the collapse load of an automobile body structure is described. An analysis of a body structure subjected to tensile load of the seat belt is presented. Numerical calculations were made on a body structure subjected to tensile load of the seat belt as regulated by Federal Motor Vehicle Safety Standards, and then computer-calculated results compared with test results. The calculated result is in good agreement with the experimental one.

by K. Kirioka; Y. Hotta; H. Saji

Toyo Kogyo Co., Ltd., Hiroshima (Japan)

Rept. No. SAE-740039 ; 1974 ; 10p 9refs

Presented at the Automotive Engineering Congress, Detroit, 25

Feb-1 Mar 1974.

Availability: SAE

HS-014 658

MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS

A method for approximately calculating the amount of energy absorption of closed-hat section members subjected to axial loading is presented. The analytical relation by which the static mean crushing load is computed when a closed-hat section member is quasi-statically crushed was obtained by the method of limit analysis in consideration of a rolling action. Experimental verification indicates that this method of analysis is very effective. In order to examine the amount of energy absorption of a member under dynamic crushing load, dynamic crushing tests were performed on the same members, and the correlation between the static and the dynamic mean crushing loads was determined.

by Y. Ohkubo; T. Akamatsu; K. Shirasawa

Toyo Kogyo Co. Ltd., Hiroshima (Japan)

Rept. No. SAE-740040 ; 1974 ; 11p 11refs

Presented at the Automotive Engineering Congress, Detroit, 25

Feb-1 Mar 1974.

Availability: SAE

HS-014 659

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE

An analysis method is presented which provides a systems approach to determine the influence of body connection flexibility upon automobile body structural response. A baseline finite element model is created to simulate the in-plane response of the passenger compartment of a production car. Experimentally obtained connection stiffness data for the baseline model are used in the analysis. The influence of the flexibility of the six major body connections on the elastic response of the body structure is evaluated for four representative loading conditions over the full range of connection stiffness. The connection efficiency and the compatibility between connection flexibility and total structural stiffness distribution are discussed from a design viewpoint. The analysis of the baseline model correlates well with results of tests of a production body structure.

by D. C. Chang

General Motors Res. Labs., Warren, Mich.

Rept. No. SAE-740041 ; 1974 ; 13p 14refs

Presented at the Automotive Engineering Congress, Detroit, 25

Feb-1 Mar 1974.

Availability: SAE

HS-014 660

AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY THE SAFETY AIR CUSHION

Air cushion noise and overpressure experimental study results are presented and methods to reduce these effects are investigated. Free-field studies of inflator noise are made in an open anechoic room, and various silencing devices are tested. Studies are also made of the combined inflator noise and overpressure in a closed passenger compartment. Tests are made for different window openings in the compartment. Results are presented for a new experimental air cushion that draws in air from the passenger compartment as it inflates. Some of the

implications of the data with regard to risk criteria for damage to human hearing are discussed.

by R. Hickling
 General Motors Res. Labs., Warren, Mich.
 Rept. No. SAE-740042 ; 1974 ; 15p 13refs
 Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.
 Availability: SAE

HS-014 661

A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT

Advanced crash-impact protective equipment and techniques applied to crew and passenger crash safety in jet transport aircraft are evaluated. Some 32 state-of-the-art concepts are analyzed from a systems engineering viewpoint with respect to several engineering, psychological, and medical disciplines. An event-oriented flow chart of the crash and escape event is prepared. The 17 events occurring during a crash are included, beginning with system installation and concluding with emergency evacuation of a disabled aircraft. Performance with respect to the events on the flow chart are rated in terms of hazards of system use, maintainability, reliability, human factors, and other technological considerations.

by D. H. Robbins; R. G. Snyder
 Michigan Univ., Ann Arbor. Hwy. Safety Res. Inst.
 Contract F-33657-71-C-1078
 Rept. No. SAE-740044 ; 1974 ; 19p 25refs
 Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.
 Availability: SAE

HS-014 662

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA) USED IN A FLEET TEST PROGRAM

A new passive restraint system is described which consists of an upper torso belt and an energy-absorbing knee bolster. The operation of the system is automatic as it is attached to the door of the vehicle. The comparison with the three-point belt having a vehicle-sensitive locking retractor and airbag system shows that the overall performance of the VW-RA is superior to the other systems. A fleet test of 50 vehicles in the United States will determine consumer acceptability.

by U. Seiffert; K. Oehm; H. Paitula
 Volkswagenwerk A.G., Wolfsburg (West Germany)
 Rept. No. SAE-740046 ; 1974 ; 13p 5refs
 Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.
 Availability: SAE

HS-014 663

THE 1974 TOYOTA BELT INTERLOCK SYSTEM

The development of a reliable and comfortable off-lock type emergency locking retractor is described which incorporates a locking release mechanism that will operate when a predeter-

mined length of seat belt is pulled out. The device is small enough to be embedded in the roof side structure of a vehicle by using narrow webbing (24mm) and an electrical locking retractor which is smaller than the conventional mechanical type. The electromagnetic ELR system, combined with a mercury g sensor, was tested and evaluated for locking time, comfort, and injury criteria, as well as the strength of the narrow webbing.

by A. Wada; F. Sugiura; K. Okamoto
 Toyota Motor Co. Ltd., Kariya (Japan)
 Rept. No. SAE-740047 ; 1974 ; 9p
 Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.
 Availability: SAE

HS-014 664

INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT SYSTEMS

The possible long-term effect of the lap belt reminder system on 1972 cars of increasing belt-use frequency was examined. Fleet vehicles equipped with specially designed hardware were used to perform the study. Driver lap belt usage was measured with the buzzer and light reminder system disconnected and with it operating. It was found that: about 33% of the individuals who did not use lap belts will become users for the majority of vehicle trips when the reminder system is operative; no significant relationship between lap belt use and miles per vehicle trip, trips per day, and test subject demographics could be determined; after long exposure, about 50% of the individuals will circumvent the reminder system, the majority manipulating the lap belts and the minority disconnecting the electrical system.

by M. R. Appleby; L. J. Bintz
 Automobile Club of Southern California, Los Angeles
 Rept. No. SAE-740048 ; 1974 ; 7p 12refs
 Prepared in cooperation with the National Hwy. Traf. Safety Administration. Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.
 Availability: SAE

HS-014 665

A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY

The compatibility related problems observed during limited fleet tests and evaluation of FMVSS 121 braking systems are discussed. The problems of particular concern to vehicle operators, especially fleets, are associated with antilock system intermix, old and new vehicle intermix, and control standardization. Test data, observations, and possible solutions are presented with emphasis on the need for more extensive investigation in this area to ensure that the goal of FMVSS 121--increased truck safety--is achieved.

by J. M. Lewis
 United Parcel Service, Inc., New York
 Rept. No. SAE-740049 ; 1974 ; 11p 4refs
 Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.
 Availability: SAE

HS-014 666

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER WEAR

The wear and load capacity of automatic transmission thrust washers was investigated in a laboratory study in which flat, steel-backed washers with successive overlays of bronze and lead-tin alloy were rotated against alloyed cast iron surfaces. Test results demonstrated that the thrust washer antiwear quality of a Dexron automatic transmission fluid containing no sperm oil derivative was comparable to that of a sperm oil derivative-containing Dexron fluid, whereas thrust washer load capacity with the nonsperm oil fluid was somewhat higher than that with the sperm oil fluid. Wear was not appreciably affected by additive package concentration or type. Thrust washer load capacity was increased and wear decreased substantially by a reduction in the surface roughness of either the thrust washer or mating cast iron surface.

by R. McClinton

General Motors Res. Labs., Warren, Mich.

Rept. No. SAE-740050 ; 1974 ; 13p 3refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 667

AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICTION

Automatic transmission fluids with different additive systems are compared in several bench friction tests and car friction tests. The correlation between tests is discussed. It is shown that: bench friction tests provide a variety of useful information for the evaluation of new lubricant formulations; the relative friction performance of automatic transmission fluids can vary considerably from one bench friction test to another; and bench friction tests do not always agree with car friction tests and, as a result, car test must be used for the evaluation of automatic transmission fluid.

by E. J. Friihauf

Lubrizol Corp., Cleveland, Ohio

Rept. No. SAE-740051 ; 1974 ; 14p 16refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 668

WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS

Lubricant and lubricant additive interactions with clutch linings and lining materials were measured at elevated temperatures. Swelling, weight, and compressibility changes were related to material chemistry and endurance test results. Interactions of specific clutch lining ingredient-lubricant additive combinations were identified to help explain why different clutch linings perform better in some lubricants than in others.

by R. K. Nibert; C. E. Albertson

Borg-Warner Corp., Des Plaines, Ill. R. C. Ingersoll Res. Center

Rept. No. SAE-740052 ; 1974 ; 9p 8refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 669

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE

Four new tests for determining fluid performance and durability of the Dexron-2 automatic transmission fluid specification are described. Results from the tests with Dexron-2 prototype fluids are compared to those with Dexron fluids. It was found that the prototype fluids are much more oxidation-resistant than typical fluids in the Turbo Hydra-matic oxidation test; a 60% improvement in fluid durability in the Turbo Hydra-matic transmission cycling test is realized; and Dexron-2 prototype fluid friction and wear characteristics are about equivalent to those for Dexron fluids in the high energy, friction characteristics and durability test, and the wear test. Fluid deterioration in the transmission tests was determined. Tests were repeatable and results correlated with those obtained in service. Applications of Dexron-2-quality fluids in hydraulic equipment and gas turbine and rotary engines are reviewed.

by M. L. Haviland; R. L. Anderson; E. D. Davison; M. C. Goodwin; R. E. Osborne

General Motors Res. Labs., Warren, Mich.

Rept. No. SAE-740053 ; 1974 ; 16p 22refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 670

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE

To reduce automatic fluid oxidation and thereby improve fluid and transmission durability, a one-way check valve, called the Transmission Air Breathing Suppressor (TABS), was designed to restrict the intake of air into the transmission and to replace the conventional vent tube. The effectiveness of the TABS valve in reducing fluid oxidation was determined in high temperature transmission cycling tests and in taxicab tests. Fluid oxidation results with the TABS valve-equipped transmissions were compared to those with normally-vented transmissions. By reducing the amount of oxygen in the transmission gas, the TABS valve nearly eliminated fluid oxidation. With such improvement, fluid change intervals may be extended or eliminated.

by E. D. Davison; M. L. Haviland

General Motors Res. Labs., Warren, Mich.

Rept. No. SAE-740055 ; 1974 ; 12p 12refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 671

STEEL CABLE BUMPER DECELERATOR

A new concept in bumper energy absorption is presented in which the longitudinal impact energy is absorbed transverse to the vehicle. A disc brake actuated by steel cables under tension dissipates the energy as frictional heat. The adaptability

of the system to various deceleration rates and/or vehicle weights is presented along with test results.

by W. J. Riffe
United States Steel Corp., Pittsburgh, Pa.

Rept. No. SAE-740056 ; 1974 ; 8p

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 672

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS

The technical procedure used to establish energy absorber rebound performance characteristics and the modifications made to the General Motors hydraulic-pneumatic design to obtain rebound control on certain 1974 car models is presented. Tests on rear bumpers were also conducted and load values on the hitch ball and energy absorbers for various trailer weights, road conditions, and speeds are given.

by L. L. Kerr
General Motors Corp., Anderson, Ind.

Rept. No. SAE-740061 ; 1974 ; 11p 2refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 673

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING

A linear impact sled set up to develop energy-absorbing bumpers made of urethane foam is described. The design, development, instrumentation, and use, including advantages and disadvantages, are discussed. The equipment used to impact under high- and low-temperature extremes is also discussed. The sled's safety is due to numerous built-in interlocks. The equipment can test foam samples, bumpers, or vehicles. Vehicle masses to 5000-lb and velocities to 10 mph are within the machine's capability. The methods developed for testing bumpers separate from the vehicle have achieved excellent correlation with testing done on vehicles.

by P. A. Weller; J. V. Scrivo
Davidson Rubber Co.

Rept. No. SAE-740063 ; 1974 ; 16p 8refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 674

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?

The capability of designers to produce damage resistant bumpers is discussed. It is shown that if design changes are not made in the areas of truck underride, panic brake dip and dive, and the multipurpose vehicle bumper interface, the automotive industry faces further federal regulation. Crash tests and real-world experience indicates that improved bumpers are

a gap that must be eliminated between current car designs and their future repair costs. Professional societies and designers can provide the answer through self-policed future designs that recognize both the initial sales appeal of cars and the latent consumer cost of repair when operating automobiles. The alternative could be even more stringent federal regulations.

by J. E. Martens

Allstate Insurance Co.

Rept. No. SAE-740064 ; 1974 ; 9p

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 675

PATTERNS OF AUTOMOBILE CRASH DAMAGE

An analysis of 15,000 repair estimates written nationwide on 1973 model passenger cars shows the distribution of impact points around the car, distribution of repair cost, repair and replacement frequencies of certain components, and an analysis of repair cost spending by component assembly. A procedure is described which will monitor the crash damage sustained by new cars through the systematic collection and analysis of insurance company damage repair estimates. Performance comparisons of various model year vehicles will then be possible. The availability and limitations of other insurance industry data sources are also discussed.

by W. W. Sorenson; R. E. Gardner; J. Casassa, 2nd
State Farm Mutual Automobile Insurance Co., Bloomington,
Ill.

Rept. No. SAE-740065 ; 1974 ; 23p 7refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 676

TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE

A technique developed to determine which tire nonuniformities are responsible for tire roughness is described. The measurement and interpretation of high-speed uniformity and instrumented vehicle data is discussed. The results presented emphasize the necessity of viewing the tire and the vehicle as a dynamically coupled system rather than as two separate and distinct components.

by K. D. Marshall; T. R. Wik; R. F. Miller; R. W. Iden
Goodrich (B. F.) Tire Co., Akron, Ohio

Rept. No. SAE-740066 ; 1974 ; 9p 4refs

Presented at the Automotive Engineering Congress, Detroit, 25 Feb-1 Mar 1974.

Availability: SAE

HS-014 677

THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY

A vehicle test procedure for determining the effect of bias, belted-bias, and radial tires of different designs on constant speed fuel economy was devised. Test results were analyzed on a statistical basis. Results at a 95% confidence level in

fuel consumption approximately 6% when compared to bias and belted bias tires.

by W. Bezbachenko
 General Tire and Rubber Co., Akron, Ohio
 Rept. No. SAE-740067 ; 1974 ; 7p
 Presented at the Automotive Engineering Congress, Detroit, 25
 Feb-1 Mar 1974.
 Availability: SAE

HS-014 678

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS

A driver's mathematical model developed to find a satisfactory simulation of man's sensitivity and reaction to road stimuli is described. A merely theoretical approach to study the interaction between driver behavior and car response becomes possible, since a 14 degree of freedom car model is available, which reproduces car handling on both smooth and bumpy roads. Any car maneuver can be simulated, irrespective of its hazardousness and no longer neglecting man's behavior. A mathematical approach to safety problems is possible and advantageous since it does not require a test driver to simulate the average man's behavior at the limit condition.

by L. Rinonapoli; R. Bergomi
 Pirelli S. P. A., Milan (Italy)
 Rept. No. SAE-740069 ; 1974 ; 17p 9refs
 Presented at the Automotive Engineering Congress, Detroit, 25
 Feb-1 Mar 1974.
 Availability: SAE

HS-014 679

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1

Research results are presented for separate studies on some of the techniques used in the investigation of road accidents, characteristics of accident, and at-the-scene study follow-up on some of the causal factors which relate to road accident occurrences. Specific topics include: the role of the accident investigator; the nature of the collision; rural traffic accidents; comparisons of car crashes in three countries (Great Britain, Australia, United States); safer cars by 1977; accident-based analysis of road user errors; public lighting and road accidents; and the luminous intensity requirements of vehicle front lights for use in towns.

by J. Kolbuszewski; G. M. Mackay; A. B. Clayton
 Birmingham Univ. (England)
 Rept. No. Dept-Pub-42 ; 1972 ; 142p refs
 Supported by the Science Res. Council. Includes HS-014 680--
 HS-014 683. Vol. 1 of 3.
 Availability: Corporate author

HS-014 680

RURAL TRAFFIC ACCIDENTS

Rural traffic accidents are examined in terms of characteristics of collisions, deaths to occupants in private cars in 1966, and

injuries and their origins. Rural collisions are differentiated from urban accidents, and it is noted that rural accidents are more severe due to the speeds at which they occur, averaging 47 mph, and a higher incidence of passenger compartment crushing. Various parts of the car are related to the injuries which they produced. Frequency of door openings is cited. Special problems to the emergency services in rural areas are also discussed.

by G. M. Mackay
 Publ: HS-014 679, A Report On The Road Accident Research
 Project To The Science Research Council. Transport Safety.
 Birmingham, 1972 v1 pt2 p26-32
 1972 ; 5refs
 Availability: In HS-014 679

HS-014 681

SAFER CARS BY 1977

The outlook for safety design in cars by 1977 is discussed with emphasis on the vehicle as an injury-causing agent. Worldwide programs to develop an experimental safety vehicle are cited and found to pay little attention to pedestrian protection. Bumper injuries are noted. Active and passive phases of vehicle safety are described, including brakes, steering, handling, tires, instrumentation, air bags, lap belts, and windshield glass. Short- versus long-term prospects of the experimental safety vehicles are discussed.

by M. Mackay
 Publ: HS-014 679, A Report On The Road Accident Research
 Project To The Science Research Council. Transport safety.
 Birmingham, 1972 v1 pt2 p50-2
 1972
 Availability: In HS-014 679

HS-014 682

PUBLIC LIGHTING AND ROAD ACCIDENTS

Injury accident data were collected for 60 sites before and after the introduction of public lighting. Significant effective injury accident reductions during hours of darkness were found to be associated with the introduction of public lighting in urban, rural, and trunk road environments. For economic analyses under British and similar conditions, it is suggested that effective injury accident reductions during the hours of darkness of 30%, 35-40%, and 30% be assumed to be associated with the introduction of the public lighting for urban, rural, and trunk road environments respectively.

by P. R. Cornwell; G. M. Mackay
 Publ: HS-014 679, A Report On The Road Accident Research
 Project To The Science Research Council. Transport Safety.
 Birmingham, 1972 v1 pt 3 p14-23
 1972 ; 7refs
 Availability: In HS-014 679

HS-014 683

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS

The intensity of a lamp which will be adequately conspicuous without being too bright is studied. It was found that the intensity requirements were largely independent of observer attributes, the luminance of the road surface and its surrounds

and the number and movement of the vehicles. The results suggest that conspicuity and brightness are different attributes of a light. While both increased with increasing intensity, it was found that for a given intensity, the larger source was the more conspicuous and the smaller was brighter. The optimum lighting solution appears to be a town beam, based on dimming the present dipped headlight, giving a straight ahead intensity of 80cd. If the light is based on a small diameter side light, this value needs to be doubled to give adequate conspicuity.

by A. J. Fisher

Publ: HS-014 679, A Report On The Road Accident Research Project To The Science Research Council. Transport Safety. Birmingham, 1972 v1 pt 3 p24-70

1972 ; 37refs

Availability: In HS-014 679

HS-014 684

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2

Several aspects of driver behavior were studied and evaluated: the effects of commonly prescribed tranquilizers and small amounts of alcohol on driving performance; stress measurement of police patrol-car drivers on motorways; and the problems of driving under urban motorway conditions, focusing on the merging behavior at interchanges. Methods and study results are detailed in each area.

by J. Kolbuszewski; G. M. Mackay; A. B. Clayton

Birmingham Univ. (England)

Rept. No. Dept-Pub-42 ; 1972 ; 156p refs

Vol. 2 of 3. Includes HS-014 685--HS-014 687.

Availability: Corporate author

HS-014 685

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE

The effects of four commonly prescribed drugs (trifluoperazine, haloperidol, chlordiazepoxide, and amylobarbitone sodium) were examined in subjects tested both sober and with alcohol (55-65 mg.-%). Three driving tests were used together with measurement of kinetic visual acuity and an objective and subjective assessment scale. The results of the driving tests were consistent neither between drugs nor between sexes. Objective assessment of the subjects showed significant differences in terms of mood between the drug and placebo condition, but there was little interaction with alcohol. Because of the adverse effects upon test performance, physicians should inform patients of the potential dangers involved, and should warn them against driving, at least during the first few days of taking such psychotropic medication.

by A. B. Clayton; T. A. Betts; G. M. Mackay

Publ: HS-014 684, A Report On The Road Accident Research Project To The Science Research Council. Transport Safety. Birmingham, 1972 v2 pt4 p1-95

1972 ; 65refs

Availability: In HS-014 684

HS-014 686

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS ON MOTORWAYS

The value of heart rate as a measure of the stress incurred by police patrol car drivers on motorways was assessed. Certain supplementary measures (Subjective Fatigue Scale, Subjective Stress Scale, and Kinetic Visual Acuity) were also used. Two crews of two police officers each were observed over a period of six eight-hour shifts of patrol duty. The results suggested that periods of high heart rate were associated with a greater incidence of active patrol activities than periods of low heart rate. Two of the three other measures also gave significant results. It was concluded that this technique provides a useful and valid measure of stress.

by A. B. Clayton; T. A. Betts; J. P. Bunting

Publ: HS-014 684, A Report On The Road Accident Research Project To The Science Research Council. Transport Safety. Birmingham, 1972, v2 pt4 p109-31

1972 ; 9refs

Availability: In HS-014 684

HS-014 687

NORMAL DRIVING BEHAVIOUR AT MOTORWAY INTERCHANGES

A technique for studying the merging behavior of drivers at motorway interchanges has been developed. Based on the concept of interactions, it is designed to relate behavior to traffic flow, vehicle type, and motorway design. The results of a pilot study have suggested that such relationships can be established. If patterns of interaction behavior can be related, then it may be possible to use this technique to predict future patterns of merging behavior and to assess the effects of proposed ramp design and various motorway management techniques upon them.

by A. B. Clayton; J. R. Jarvis

Publ: HS-014 684, A Report On The Road Accident Research Project To The Science Research Council. Transport Safety. Birmingham, 1972 v2 pt4 p132-48

1972 ; 1ref

Availability: In HS-014 684

HS-014 688

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3

Aspects of injury prevention are reviewed in separate papers. They deal with: the development of laminated and toughened safety glass; restraint system effectiveness; the development of an independent scale, the Deformation Index, to evaluate collision damage severity; characteristics of accidents involving pedestrians, cyclists, and motorcyclists; and the biomechanics of pedestrian collisions and the vehicle-pedestrian interface.

by J. Kolbuszewski; G. M. Mackay; A. B. Clayton

Birmingham Univ. (England)

Rept. No. Dept-42 ; 1972 ; 139p refs

Vol. 3 of 3. Includes HS-014 688-HS-014 692.

Availability: Corporate author

HS-014 689

INJURIES FROM GLASS IN MOTOR VEHICLES

The development of safety glass in motor vehicles is reviewed, showing how the two types, laminated and toughened, have come into use. The mechanisms of injury when a head strikes each type of glass are discussed, and data are presented from a field study of accidents involving both toughened and High Penetration Resistance laminated glass windscreens. The results show that the laminated glass causes fewer and less severe injuries than toughened glass, and this finding is confirmed in other studies. The question of eye injury is also mentioned.

by G. M. Mackay

Publ: HS-014 688, A Report On The Road Accident Research Project To The Science Research Council. Transport Safety. Birmingham, 1972 v3 pt5 p24-47

1972 ; 13refs

Availability: In HS-014 688

HS-014 690

A VEHICLE DEFORMATION INDEX

The background of the development of an independent scale to evaluate collision damage severity is outlined. The Deformation Index is described and its limitations are discussed. The need for the establishment of a data pool of collision photographs of European vehicles is emphasized and the benefits of standardization and interchangeability of data are described briefly.

Publ: HS-014 688, A Report On The Road Accident Research Project To The Science Research Council. Transport Safety. Birmingham, 1972 v3 pt5 p48-56

1972 ; 7refs

Report of the Committee on the Challenges of Modern Society, N.A.T.O. Accident Investigation Workshop.

Availability: In HS-014 688

HS-014 691

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS

Some of the characteristics of accidents involving pedestrians, cyclists, and motorcyclists are described. The age groups particularly at risk are illustrated and the collision circumstances for each road user are detailed. The relative frequencies of collisions with vehicles of various types are outlined, and injury mechanisms of vehicle-pedestrian collisions are given. In pedestrian accidents the frequency with which the various exterior parts of the car cause injury show the importance of improving lower limb contacts with bumpers. Some general implications concerning the segregation of road users and the importance of improving the environment for pedestrians and cyclists are discussed, and the specific problem of the drinking pedestrian is shown to be of consequence.

by G. M. Mackay

Publ: HS-014 688, A Report On The Road Accident Research Project To The Science Research Council. Transport Safety. Birmingham, 1972 v3 pt6 p44-54

1972 ; 13refs

Based on a paper presented at the Forensic Science Society Annual Symposium, Apr 71, Warwick Univ.

Availability: In HS-014 688

HS-014 692

INJURY TO PEDESTRIANS

The biomechanics of pedestrian collisions is examined, with focus on some epidemiological considerations and on pedestrian injuries and their origins. The influence that vehicle shape and resilience have on pedestrian injury is thought to be considerable and bumper improvement is stressed. The relative influence of vehicle and road surface contacts are discussed and means of mitigating the latter are mentioned. The high pedestrian involvement with taxis and public service vehicles is suggested as an area where vehicle design changes might be initiated. Recommendations for further research in the area of pedestrian injury mitigation are given along with other aspects of vehicle design which have some effect on pedestrian accident involvement such as vehicle lighting and the introduction of non-lock braking.

by G. M. Mackay

Publ: HS-014 688, A Report On The Road Accident Research Project To The Science Research Council. Transport Safety. Birmingham, 1972 v3 pt6 p55-80

1972 ; 39refs

Availability: In HS-014 688

HS-014 693

THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE

A fatigue failure occurring at or near the holes in the lower control arm through which the rivets pass connecting the ball joint flange to the arm, at the end nearest the wheel, is described. Control arm breakage causes the front wheel to displace, resulting in loss of vehicle control. It is suggested that DOT should find a safety-related defect in the 5.5 million Ford vehicles (1965-1970) with thin lower control arms and order a manufacturer defect notification campaign. Previous DOT file conclusions are criticized for not considering such points as failure rate disappearance with thickened arms.

Insurance Inst. for Highway Safety, Washington, D.C.

1974 ; 55p refs

Presented to U.S. Dept. of Transp., 20 March 1974. Re: NHTSA ODI Case No. 212.

Availability: Corporate author

HS-014 694

URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT

Lap and shoulder belts in combination were in use by 44% of drivers of 1974 interlock equipped cars compared to 8% use in 1973 buzzer-light equipped cars, based on observations in three cities. In spite of the interlock system, however, nearly half (47%) of the drivers in the 1974 vehicles were not using any belts. Belt use in 1974 cars was not related to registration date, or age, sex, and racial appearance of driver. Belt use was significantly higher in 1974 cars produced by General Motors and Chrysler than in 1974 cars produced by Ford and Volkswagen.

by L. S. Robertson

Insurance Inst. for Highway Safety, Washington, D.C.

1974 ; 20p 12refs

Availability: Corporate author

September 30, 1974

HS-014 701

HS-014 695

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY

A random measure model for the emission of pollutants by highway vehicles is presented. A collection of vehicles is related as to position, velocity, and time, and the discharge of pollutants is described in mathematical terms.

by P. A. Jacobs

Stanford Univ., Calif.

Contract N00014-67-A-0112-0031 Grant NSF-GP-31392X

Rept. No. TR-29; AD-758 666 ; 1973 ; 35p 9refs

Part of Doctoral dissertation, Northwestern Univ.

Availability: NTIS

HS-014 696

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES. PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT

Results from experimental work in measurement of aldehyde and reactive organic emissions as well as carbon monoxide and oxides of nitrogen emissions from automobiles equipped with various types of advanced prototype emission control systems including both catalytic and thermal reactor type systems are presented. The emissions are characterized to determine the need for aldehyde and/or reactive organic motor vehicle regulations, and to determine the effect of ambient temperature on the emission characteristics of advanced emission control systems.

Bureau of Mines, Bartlesville, Okla.

Rept. No. APTD-1568a; PB-224 251 ; 1973 ; 91p 14refs

Prepared for Environmental Protection Agency

Availability: NTIS

HS-014 697

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT

Low emission vehicle powerplants which use gas as the working fluid are studied with emphasis on evaluation of the thermodynamics and preliminary design of several cycles, including: the external combustion piston engine; the closed and open Brayton Cycle engines; the Ackeret-Keller cycle powerplant; the Stirling cycle engines; the evaluation of Rankine cycle and other closed cycle working fluid hazards. A comparison was made of the various powerplant concepts investigated, in addition to a comparison with other existing more conventional powerplants. The various powerplants were compared with respect to weight, cost, complexity, full and part power efficiency, driveability, and especially emissions.

by H. W. Welsh; J. L. Harp, Jr.; R. A. Yano; T. P. Oatway; C. T. Riley; L. Nawrockzynski

Thermo Mechanical Systems Co., Canoga Park, Calif.

Contract EHSH-71-003

Rept. No. SR-20; PB-220 148; APTD-1226 ; 1972 ; 356p 65refs

Availability: NTIS

HS-014 698

TRUCK NOISE CONTROL

The basics of heavy diesel truck exterior noise analysis and reduction are discussed. Subjects addressed are noise and its measurement, truck component noise sources and their contribution to overall noise level, analysis methods, and steps required to reduce noise levels. Data from a truck noise analysis and reduction program are presented to illustrate the application of noise control principles.

by R. L. Staadt

International Harvester Co., Chicago, Ill.

Rept. No. SAE-740001; SAE-SP-386 ; 1974 ; 41p 58refs

Presented at the 20th L. Ray Buckendale Lecture. Includes SAE-TR-J366a, "Exterior Sound Level For Heavy Trucks And Buses"

Availability: SAE

HS-014 699

AN INTRODUCTION TO STRUCTURAL ANALYSIS

Various aspects of structural analysis are examined in separate papers. They include: automotive use of finite element methods; how finite element methods improve the design cycle; illustrations of automotive finite elements models (statics and dynamics); how finite element methods are introduced in large and small organizations; and future developments in structural analysis.

Society of Automotive Engineers; Inc., New York

Rept. No. SAE-SP-387 ; 1974 ; 43p refs

Includes HS-014 700--HS-014 705.

Availability: SAE

HS-014 700

AUTOMOTIVE USE OF FINITE ELEMENT METHODS--INTRODUCTION AND OVERVIEW

Background information on automotive use of finite element methods is presented, with emphasis on the stimulus of advances in the computer industry and general engineering. The wide range of structural applications for finite element methods is described, along with the methods themselves and their applications. Illustrations are included to show the many subtle capabilities possible with the method. Automotive applications include: bumpers, frames, fan centrifugal stresses; suspension control arms, mufflers, wheels, forging, casting, sandwich structures, and body structure.

by G. L. Smith

General Motors Corp., Detroit, Mich.

Publ: HS-014 699, An Introduction To Structural Analysis,

New York, 1974 p1-7

1974

Availability: In HS-014 699

HS-014 701

HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN CYCLE

Features of finite element methods that allow design cycle improvements are examined. One of the most important of these features is that models can be constructed, tested, revised,

and retested faster and at less cost in the computer than in the laboratories. This allows evaluation of more proposals and sensitivity studies than might otherwise be feasible. Another feature is the level of confidence that can be put into the results. An illustration is presented of how finite element methods improve a typical design cycle in the automotive industry.

by R. L. Davis
 Chrysler Corp., Detroit, Mich.
 Publ: HS-014 699, An Introduction To Structural Analysis,
 New York, 1974 p8-10
 Rept. No. SAE-740003 ; 1974
 Availability: In HS-014 699

HS-014 702

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS

The use of the finite element method in analyzing automotive components under static loads is illustrated. Examples include frame rear rail analysis, styled wheel stress analysis, and analysis of an experimental vehicle front end. They were chosen to show the basic capabilities and unique features of the finite element method and the general-purpose program, NASTRAN (NASA Structural Analysis). Advantages of the method are: reduction of the time of the design cycle; multiple design alternative evaluations in a short period of time; developmental test elimination, resulting in substantial cost savings; design analysis from a drawing in the early stages of the design cycle.

by C. S. Davis
 Ford Motor Co., Dearborn, Mich. Product Planning and Res.
 Publ: HS-014 699, An Introduction To Structural Analysis,
 New York, 1974 p11-15
 Rept. No. SAE-740004 ; 1974 ; 7refs
 Availability: In HS-014 699

HS-014 703

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS

The use of finite element methods for modeling automotive structures for their dynamic characteristics is illustrated. Test data are compared with results of the illustrations. One example, the modeling of a vehicle for its dynamic beaming and torsion characteristics, is discussed in sufficient detail to illustrate the steps and resources required for such an analysis. Data preparation, typical finite element models, outline of the analysis, and the display of the data in a movie form are covered. The emphasis is on the modeling process and test correlation and not on the theoretical aspects. The vehicle used for the illustration is not dressed to a curb weight condition, but does illustrate the modeling process.

by C. F. Vail
 General Motors Res. Labs., Warren, Mich.
 Publ: HS-014 699, An Introduction To Structural Analysis,
 New York, 1974 p16-21
 Rept. No. SAE-740005 ; 1974 ; 10refs
 Availability: In HS-014 699

HS-014 704

HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS

A plan for introducing finite element techniques into both large and small organizations where the strategy for implementation will vary according to the size of the organization is examined. Discussion of resources required, including manpower, computer hardware and software, and training, are presented. Guidelines are given for setting budgets, integrating the approach into the product design process, reviewing the state-of-the-art, and planning for continued growth in the area.

by E. J. Carl; W. C. Hamann
 Structural Dynamics Res. Corp., Cincinnati, Ohio; Ford Motor Co., Dearborn, Mich.
 Publ: HS-014 699, An Introduction To Structural Analysis,
 New York, 1974 p22-34
 Rept. No. SAE-740006 ; 1974 ; 15refs
 Availability: In HS-014 699

HS-014 705

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS

Near- and long-term developments aimed at solving problems in structural analysis are reviewed. The power and generality of the finite element approach to structural analysis is noted, along with problems related to its extension into the automotive industry. Consideration is given to developments in graphics, model construction, element definition, software, failure and fatigue analysis, and other design criteria. New extensions for vibration, buckling, and impact simulation are forecast which will further enhance the value of the technique.

by J. E. Thompson
 Chrysler Corp., Detroit, Mich.
 Publ: HS-014 699, An Introduction To Structural Analysis,
 New York, 1974 p35-40
 Rept. No. SAE-740008 ; 1974 ; 21refs
 Availability: In HS-014 699

HS-014 706

EGR SYSTEMS AND THE ENERGY CRUNCH

The controversy over the exhaust gas recirculation (EGR) technique for controlling nitrogen oxide emissions is discussed. Evidence is offered to show that the control techniques do cause substantial loss of fuel economy, in spite of arguments that the loss is due to the added vehicle weight. The EGR system operation is described, with some emphasis on spark delay. The effects of EGR and related system deactivation on fuel economy are explored along with other measures such as periodic engine tuneups. EGR refinements for the future are outlined.

by R. H. Eshelman
 Publ: Automotive Industries v150 n9 p55-7 (1 May 1974)
 1974
 Availability: See publication

September 30, 1974

HS-600 977

HS-600 673

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2, NO. 5

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.

1971 ; 263p

Availability: NTIS

HS-600 778

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 3

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 51 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Cornell Aeronautical Lab., Inc., Buffalo, N.Y.

Contract FH-11-7098

1972 ; 218p 2refs

Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc. Summary rept. for Jan-Mar 1971.

Availability: NTIS

HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 4

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of

the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 40 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.

1972 ; 259p

Availability: NTIS

HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 5

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.

1972 ; 315p

Availability: NTIS

HS-600 977

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 6

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.

1972 ; 312p

Availability: NTIS

HS-600 979

HSL 74-11

HS-600 979

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 1, NO. 4**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Cornell Aeronautical Lab., Inc., Buffalo, N.Y.

Contract FH-11-7098

1972 ; 221p 2refs

Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc.

Availability: NTIS

HS-600 980

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 1, NO. 5**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Cornell Aeronautical Lab., Inc., Buffalo, N.Y.

Contract FH-11-7098

1972 ; 215p 2refs

Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc.

Availability: NTIS

HS-600 981

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 1, NO. 6**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts:

identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Cornell Aeronautical Lab., Inc., Buffalo, N.Y.

Contract FH-11-7098

1972 ; 217p 2refs

Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc.

Availability: NTIS

HS-600 982

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 1, NO. 7**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Cornell Aeronautical Lab., Inc., Buffalo, N.Y.

Contract FH-11-7098

1972 ; 227p 2refs

Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc.

Availability: NTIS

HS-600 983

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 1, NO. 8**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Cornell Aeronautical Lab., Inc., Buffalo, N.Y.

Contract FH-11-7098

1972 ; 223p 2refs

Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc.

Availability: NTIS

September 30, 1974

HS-601 136

HS-600 984

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 1, NO. 9**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 63 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Cornell Aeronautical Lab., Inc., Buffalo, N.Y.

Contract FH-11-7098

1972 ; 240p 2refs

Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc.

Availability: NTIS

HS-601 033

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 3, NO. 7**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 48 case reports are given.

National Hwy Traf. Safety Administration, Washington, D.C. 1973 ; 270p

Availability: NTIS

HS-601 084

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 3, NO. 8**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of

the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C. 1972 ; 240p

Availability: NTIS

HS-601 135

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 3, NO. 9**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 48 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C. 1972 ; 235p

Availability: NTIS

HS-601 136

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 1, NO. 10**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Cornell Aeronautical Lab., Inc., Buffalo, N.Y.

Contract FH-11-7098

1972 ; 218p 2refs

Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc.

Availability: NTIS

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 1

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C. 1973 ; 271p
Availability: NTIS

HS-601 218

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2, NO. 1

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Cornell Aeronautical Lab., Inc., Buffalo, N.Y.
Contract FH-11-7098
1973 ; 240p 2refs
Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc.
Availability: NTIS

HS-601 244

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 2

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of

the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C. 1973 ; 304p
Availability: NTIS

HS-601 285

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION, VOL. 2, NO. 2

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Calspan Corp., Buffalo, N.Y.
Contract DOT-HS-053-2-277
1973 ; 227p 2refs
Co-sponsored by NHTSA and the Automobile Manufacturers Assoc., Inc.
Availability: NTIS

HS-601 291

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 3

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C. 1973 ; 308p
Availability: NTIS

September 30, 1974

HS-601 447

HS-601 305

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 2, NO. 3**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 49 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Calspan Corp., Buffalo, N.Y.
Contract DOT-HS-053-2-277

1973 ; 239p 2refs
Co-sponsored by NHTSA and the Motor Vehicle
Manufacturers Assoc., Inc.

Availability: NTIS

HS-601 343

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 4, NO. 4**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision, including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.
1973 ; 290p

Availability: NTIS

HS-601 395

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 4, NO. 5**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of

the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.
1973 ; 344p
Availability: NTIS

HS-601 409

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 2, NO. 4**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Calspan Corp., Buffalo, N.Y.
Contract DOT-HS-053-2-277

1973 ; 272p 2refs
Co-sponsored by NHTSA and the Motor Vehicle
Manufacturers Assoc., Inc.

Availability: NTIS

HS-601 447

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 4, NO. 6**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 49 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.
1973 ; 357p
Availability: NTIS

HS-601 459

HS-601 459

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 2, NO. 5**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Calspan Corp., Buffalo, N.Y.
Contract DOT-HS-053-2-277
1973 ; 398p 2refs
Co-sponsored by NHTSA and the Motor Vehicle
Manufacturers Assoc., Inc.
Availability: NTIS

HS-601 499

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 4, NO. 7**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.
1973 ; 387p
Availability: NTIS

HS-601 551

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 4, NO. 8**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing,

HSL 74-11

the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 49 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.
1973 ; 279p
Availability: NTIS

HS-601 602

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 4, NO. 9**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.
1973 ; 327p
Availability: NTIS

HS-601 632

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 2, NO. 6**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Calspan Corp., Buffalo, N.Y.
Contract DOT-HS-053-2-277
1973 ; 403p 2refs
Co-sponsored by NHTSA and the Motor Vehicle
Manufacturers Assoc., Inc.
Availability: NTIS

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 4, NO. 10**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 49 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.
1973 ; 327p
Availability: NTIS

HS-601 705

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 5, NO. 1**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.
1974 ; 325p
Availability: NTIS

HS-601 709

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION.
VOL. 3, NO. 1**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

damage to the involved vehicles; details of injuries; their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Calspan Corp., Buffalo, N.Y.
DOT-HS-053-2-277
1974 ; 363p 2refs
Co-sponsored by NHTSA and the Motor Vehicle
Manufacturers Assoc., Inc.
Availability: NTIS

HS-601 762

**MULTIDISCIPLINARY ACCIDENT INVESTIGATION
SUMMARIES. VOL. 5, NO. 2**

Case reports of in-depth accident investigations are summarized. These investigations are being conducted to identify contributing factors and injury causation, to evaluate the effectiveness of countermeasures, and to detect design and functional problems of the vehicle and highway. The reports are individual, clinical studies of accidents, generally involving vehicles in the last three model years, of fatal, injury producing, or property damage severity. Each summary consists of identification information including time, date, and location of the accident, a description of the highway, vehicles, drivers, and occupants involved, a narrative of the sequence of events of the collision including details of the precrash, crash, and postcrash phases, an assessment of injuries and damage, and a list of applicable standards, causal factors, conclusions, and recommendations. A diagram of each collision is included. Summaries of 50 case reports are given.

National Hwy. Traf. Safety Administration, Washington, D.C.
1974 ; 329p
Availability: NTIS

HS-601 763

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION,
VOL. 3, NO. 2**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries, their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Calspan Corp., Buffalo, N.Y.
Contract DOT-HS-053-2-277
1974 ; 411p 2refs
Co-sponsored by NHTSA and the Motor Vehicle
Manufacturers Assoc., Inc.
Availability: NTIS

HS-601 764

**TRI-LEVEL ACCIDENT INVESTIGATION
SUMMARIES. LEVEL 3-A: INJURY CAUSATION,
VOL. 3, NO. 3**

The tri-level accident investigation concept is explained with emphasis on multidisciplinary in-depth information collected on a small sample of accidents by a team of professionals. The investigations were conducted to determine the specific injuries incurred and identify the specific interior components which caused them. Summaries of 50 injury producing accidents are presented. Each summary consists of six parts: identification (date, time, type) of the accident; a brief description of the environmental surroundings; details of damage to the involved vehicles; details of injuries; their severity and causes for each occupant of the case vehicle; a description of the precrash, crash, and postcrash phases of the collision; and a diagram of the collision sequence.

Calspan Corp., Buffalo, N.Y.

Contract DOT-HS-053-2-277

1974 ; 405p 2refs

Co-sponsored by NHTSA and the Motor Vehicle Manufacturers Assoc., Inc.

Availability: NTIS

HS-801 002

**BREAKING STRENGTH OF THE HUMAN SKULL VS.
IMPACT SURFACE CURVATURE. FINAL REPORT**

The effects of surface shape, hardness and impact location on the heads of human cadavers are investigated. Eighty cadavers are studied for the second year, and results and conclusions are listed. Impact surfaces include flat rigid and resilient, rigid cylindrical 1/8 in. radius up to 1 in. radius, resilient cylindrical 1 in. radius and rigid hemispherical shapes ranging from 3 in. to 8 in. radius. Impact locations include front, side and rear. Various impact conditions are related to type of skull fracture produced and head injury parameters such as velocity, peak force, acceleration, contact pressure and magnitude, and Head Injury Criterion (HIC). Conclusions note causes of more lacerative fracture, resistance of the frontal bone, fractures produced by variously shaped surfaces and impacts. HIC is related to maximum contact pressure. Investigation is recommended into effects of crushable surfaces on skull fracture.

by V. R. Hodgson; L. M. Thomas

Wayne State Univ., Detroit, Mich. School of Medicine

Contract DOT-HS-146-2-230

1973 ; 188p 3refs

Rept. for 20 Dec 71-31 Mar 73. See also HS-800 583.

Availability: NTIS

HS-801 080

**FRONTAL AND SIDE IMPACT
CRASHWORTHINESS--COMPACT CARS,
SUMMARY. FINAL REPORT**

Techniques for the improvement of front and side vehicle crashworthiness are examined as applied to the 1973 AMC Hornet. General vehicle configuration was maintained as was production feasibility. Total weight increase for all modifications was 104 lbs. Five baseline, three subsystem, and 15

performance. Mathematical models for estimating dynamic response characteristics of vehicles involved in a wide variety of crash conditions including flat barrier, oblique barrier, pole- and vehicle-to-vehicle impacts were developed. Computer simulations were conducted and results of simulations compared with crash test results.

by W. J. Wingenbach; R. E. Lagerquist

AMF, Inc., Goleta, Calif. Advanced Systems Lab.

Contract DOT-HS-257-2-461

1974 ; 28p

Rept. for June 1972-Dec 1973.

Availability: NTIS

HS-801 096

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT

Proceedings of a conference on alcohol, drugs, and driving are presented with focus on several topics: alcohol and/or drug influences on driving related behavior as studied in the laboratory, simulator, and closed-course driving experiments; epidemiologic studies and countermeasure research on alcohol and/or drugs in highway crashes. Keyword topics having highest priorities for both basic and applied research in both alcohol and drugs were classified in three general categories: influences upon neurophysiological activities; influences upon the psychological processes of perception, attention, and cognition; and influences in combination with other conditions of the driver, such as emotion and stress. Highest priorities for epidemiologic studies were given to the interaction between alcohol and drugs, to individual differences in alcohol consumption patterns and driving history, and to incidence and prevalence studies of drug involvement. Alcohol countermeasures included enforcement and rehabilitation.

by M. W. Perrine, ed.

Psychological Res. Foundation of Vermont, Inc., Burlington

Contract DOT-HS-265-2-489

1974 ; 404p refs

Proceedings of an invitational symposium held in Warren, Vt., 13-15 Oct 1972.

Availability: NTIS

HS-801 103

**VEHICLE DISABLEMENT STUDY--PILOT
PROGRAM. VOL. 3: DATA PROCESSING GUIDE.
FINAL REPORT**

A total of 7000 vehicles that had experienced on-road failure was studied in the San Francisco Bay area. Questionnaires returned by motorists were coded and keypunched for an automated data file. Computer output was generated in the form of cross-tabulation of component faults by year, make, and model of vehicle. Vehicle make and model year for sample vehicles were correlated with comparable data at the county, state, and national levels. Values ranged from 0 .98 for county and sample to 0 .88 for national and sample comparisons. The high correlation indicated that the sample was representative

September 30, 1974

HS-801 124

of the vehicle population and validated the identification of critical component systems for disablements.

by D. N. Schmidt; W. L. Raley; W. R. Long; L. C. Holter
Traffic Safety Res. Corp., Palo Alto, Calif.

Contract DOT-HS-261-3-771

Rept. No. TSR2102-Vol-3 ; 1974 ; 214p

Rept. for Jul 1973-Jan 1974. Prepared in cooperation with the California Hwy. Patrol. Executive summary is HS-801 101;

Technical rept. is HS-801 102; Vol. 4 is HS-801 104.

Availability: NTIS

HS-801 104

VEHICLE DISABLEMENT STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT

Some 7000 vehicles that had experienced on-road failure were studied, in the San Francisco Bay area, from motorist-returned questionnaires, coded and keypunched for an automated data file. Computer output was generated in the form of cross-tabulation of component faults by year, make, and model of vehicle. Vehicle make and model year for sample vehicles were correlated with comparable data at the county, state, and national levels. Values ranged from 0.98 for county and sample to 0.88 for national and sample comparisons. The high correlation indicated that the sample was representative of the vehicle population and validated the identification of critical component systems for disablements.

by D. N. Schmidt; W. L. Raley; W. R. Long; L. C. Holter
Traffic Safety Res. Corp., Palo Alto, Calif.

Contract DOT-HS-261-3-771

Rept. No. TSR2102-Vol-4 ; 1974 ; 277p

Rept. for Jul 1973-Jan 1974. Executive summary is HS-801 101; Technical rept. is HS-801 102; Vol. 3 is HS-801 103.

Availability: NTIS

HS-801 106

VEHICLE LIGHTING

Documents on vehicle lighting are cited which are in the NHTSA Technical Reference Division and which bear a publication date of 1967 through Feb 1974. Citations and abstracts are those that have previously appeared in the NHTSA publication Highway Safety Literature and are included in its automated file.

National Hwy. Traf. Safety Administration, Washington, D.C.
Rept. No. SB-7 ; 1974 ; 96p

Availability: NHTSA

HS-801 112

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT

Evaluations of the first 18 months of the Selective Traffic Enforcement Programs (STEP) in Sacramento, El Paso, and Chattanooga are presented. Fourteen police enforcement countermeasures were designed to be tested in a quasi-experimental environment, with additional countermeasures developed in the areas of public information, traffic engineering, and court procedures. The police countermeasure proven to be most effective in reducing traffic accidents is Patrol and Cite. The El

Paso Task Force used this countermeasure along three major thoroughfares from July through December 1972. While the rest of El Paso experienced an increase of 13.1% in traffic accidents over the previous year, one of the STEP streets had a 16.3% decrease, another had a 38.2% decrease, and a third had no change. Injury and fatal accidents decreased 15.6%. Similar decreases were found in Sacramento.

PRC Public Management Services, Inc., McLean, Va.

Contract DOT-HS-268-2-517

1974 ; 152p 2refs

Rept. for Jan 1972-Jul 1973.

Availability: NTIS

HS-801 123

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)

A rollover test facility was designed and developed to conform to specifications of FMVSS 208, Notice 9, and was used to perform several vehicle rollovers, using various types of standard production sedans. Test results indicate that difficulties exist in achieving repeatable vehicle rollover kinematics under successive tests where test control parameters are very similar and in conformance with basic requirements of FMVSS 208. Results obtained appear at variance with results of other organizations conducting similar tests. This net project result prevented quantitative evaluation of occupant ejection potential during rollover, and resulted in project direction toward defining critical test parameters and analyzing kinematics differences for successive tests.

by J. S. McKibben; G. S. Clark; L. E. Carlson
Agbabian Associates, El Segundo, Calif.

Contract DOT-HS-214-2-367

Rept. No. R-7228-3158 ; 1974 ; 342p

Final rept. for May 1972-Oct 1973. Vcl. 1 (Executive
summary) is HS-801 122.

Availability: NTIS

HS-801 124

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL REPORT

The utility of the anthropometric compliance tool as a field test instrument and the reliability of tool measurements were examined, and recommendations are formulated for tool redesign or tool procedure modification. The tool was evaluated in terms of its capability to measure two foot controls and three hand controls. Measures of performance included time to assemble, install, and use the tool, procedural errors, and tool accuracy and reliability in measuring distances to controls with respect to the seating reference point. Important findings were: control reach measurement using the tool is highly reliable within and among subjects and vehicles; there were no significant problems in tool use in field test situations; average time to install and use the tool is about one hour; the tool in its present form does not have the required accuracy to ensure valid measurements of control reach of the tolerance placed in the measurements of one inch or less; the tool itself

HS-801 133

and its use can be significantly improved through redesign and procedural modification.

Essex Corp., Alexandria, Va.
Contract DOT-HS-120-3-773
1974 ; 101p
Report for Jun-Dec 1973. Includes Anthropometric Compliance
Tool Handbook.
Availability: NTIS

HS-801 133

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD. INTERIM REPORT

The brake linings or pads with which new vehicles are equipped generally require replacement at about 1/3 of the total vehicle mileage. A Federal standard is under consideration to establish minimum performance requirements for replacement linings and pads. A method of evaluating brake lining performance using a single end inertia brake dynamometer is described.

by J. D. Preston
National Hwy. Traf. Safety Administration, Washington, D.C.
1974 ; 56p 8refs
Rept. for Aug 1971-Oct 1973.
Availability: NTIS

HS-801 136

MOTOR VEHICLE EMISSIONS: A BIBLIOGRAPHY WITH ABSTRACTS

A bibliography with abstracts of vehicle air pollution and exhaust emission control is presented. Documents cited are in the NHTSA Technical Reference Division and generally bear a publication date of 1967 or later. Citations and abstracts are those that have previously appeared in the NHTSA publication Highway Safety Literature.

National Hwy. Traf. Safety Administration, Washington, D.C.
Rept. No. SB-9 ; 1974 ; 249p
Rept. for 1967-Mar 1974.
Availability: NHTSA

HS-801 138

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT FILM. FINAL REPORT

A dirt film mixture based on a formulation provided in "Composition and Removal of Automobile Windshield Films," published by the Virginia Highway Research Council, is studied, in an effort to obtain a realistic mixture to be used in FMVSS's as a test condition to qualify headlamp and windshield washers and wipers. A complete windshield cowl section is utilized as a test block employing both dark and light backgrounds to provide good contrast for the subjective criticisms and comments on the dirt film. The test dirt film is applied to both windshield and headlamp and checked for effective wipe patterns. Approximate cost of the test dirt film used is 81 cents for a one-ounce dry mix. Results indicate that a dirt

HSL 74-11

film similar to the VHRC film analysis can be readily produced and is a reasonable facsimile of actual dirt films.

Tracor Jitco, Inc., Rockville, Md.
Contract DOT-HS-256-3-542
1973 ; 92p
Availability: NTIS

HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION -VOL. 1. MMF--FINAL REPORT 1972

The final report of the Multidisciplinary Accident Investigation Team of the Maryland Medical-Legal Foundation, Inc. is presented. Methodology, results, conclusions and recommendations are described pertaining to the investigation of 53 vehicular accidents occurring in the Greater Baltimore metropolitan area from January, 1972 to August, 1973. Thirty-three fatal and 20 non-fatal accidents are investigated, involving 25 in-depth and 27 limited scope multidisciplinary investigations. Emphasis is placed upon the human factor aspect of the vehicle accident. Investigations include vehicle and scene examination, autopsy findings on fatal victims, toxicological data and psychosocial evaluations of the "at fault" driver population. Evaluation of and recommendations regarding the current Federal Highway and Motor Vehicle Safety Standards are included.

by R. S. Fisher; I. M. Sopher; W. C. Masemore
Maryland Medical-Legal Foundation, Inc., Baltimore
Contract DOT-HS-198-2-316
Rept. No. MMF-FR-1972 ; 1974 ; 206p refs
Rept. for 1 Jan 72-20 Aug 73.
Availability: NTIS

HS-801 142

MULTIDISCIPLINARY ACCIDENT INVESTIGATION -VOL. 2. MMF--FINAL REPORT 1972

Case summaries of 53 vehicular accidents occurring in the Greater Baltimore metropolitan area from January 1972 to August 1973 are collected. Individual, clinical studies of accidents are included. Collisions are identified, and ambience and highway conditions noted. Vehicles involved and occupant data are described. Federal Motor Vehicle Safety Standards and Federal Highway Safety Program Standards relevant in each accident are cited. Pre-crash, crash, and post-crash collision descriptions are included, and causal factors, conclusions, and recommendations are presented.

by R. S. Fisher; I. M. Sopher; W. C. Masemore
Maryland Medical-Legal Foundation, Inc., Baltimore
Contract DOT-HS-198-2-316
Rept. No. MMF-FR-1972 ; 1974 ; 404p
Rept. for 1 Jan 72-20 Aug 73.
Availability: NTIS

HS-801 144

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS, TECHNICAL REPORT

A special study of the alcohol/drug problem associated with

Greater Boston area investigates four questions in the human/psychological/alcohol/drug areas with regard to these drivers: differences between most responsible drivers who kill themselves (Type 1), who kill another driver or passenger (Type 2), or who kill pedestrians (Type 3). Type 2 drivers were significantly different. They included suicide attempt histories, driving without a license, job loss due to alcohol abuse, smoking marijuana, and other drugs involved in the crash. Significant accident causal factors included unfamiliarity with the accident vehicle and passenger distraction for Type 2 drivers. Age may account for some of the factors. Results are related to the Boston Alcohol Safety Action Project countermeasures program.

by R. S. Sterling-Smith; J. C. Fell
Boston Univ., Mass.; National Hwy. Traf. Safety
Administration, Washington, D.C.

1973 ; 14p 12refs
Presented at the 17th Annual Conference, American Assoc.
for Automotive Medicine, Oklahoma City, 17 Nov 1973.
Availability: NHTSA

HS-801 149

ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 KEY PERSONNEL. FINAL REPORT

Ten regional workshops were held for local educational personnel in late 1972 and early 1973. Teams of educators were selected from innovative school districts and oriented to the use of alcohol and traffic safety curriculum materials centered on student concerns. Participants attended from 49 states and Puerto Rico. Materials and concepts were introduced to 14,293 teachers and 1,845 administrators by the 333 respondents to a follow-up instrument. Usage with students, estimated from the follow-up survey is placed at 94,000. A case study review of activity in each of the ten NHTSA regions showed much interest and action except when it was delimited or postponed by unavailability or slow delivery of the curriculum materials.

by V. E. Burgener
Technical Education Res. Centers, Inc., Champaign, Ill.
Contract DOT-HS-100-2-503
1974 ; 207p 1ref
Rept. for 28 Jun 72-31 Jan 74.
Availability: NTIS

HS-801 151

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICER'S DWI ARRESTS. FINAL REPORT

Results are summarized of a study to determine the factors influencing Alcohol Safety Action Project (ASAP) police officers' driving while intoxicated (DWI) arrests and the formulation of approaches to minimize the influence of those factors which might discourage the arrest of persons who appear to be driving under the influence of alcohol and augment those factors which might support a decision to arrest. The study was carried out during a series of 16 visits to selected ASAP sites. Officers and supervisors were interviewed in-depth while performing their duties to determine what factors impacted on their DWI arrest decisions. Verification interviews were also held. The survey was followed by the development of recom-

mendations designed to address the factors identified during the site visits.

Young (Arthur) and Co., Washington, D.C.
Contract DOT-HS-123-3-774
1974 ; 144p
Availability: NTIS

HS-801 157

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE

This volume provides guidance to state and local governments on preferred highway safety practices in design, construction, and maintenance. The manual gives the authority and general policy guidelines along with procedures for program development and operations, program evaluation, reports, and local government participation. Appendices are included on safety standards, glossary of definitions, references, representative projects, and resource organizations.

Federal Hwy. Administration, Washington, D.C.
1971 ; 62p 28refs
Vols. 0-11 are HS-820 036--HS-820 047; vol. 13 is HS-801 158;
vols. 14-18 are HS-820 048--HS-820 050 and HS-801 119--HS-
801 120.
Availability: Corporate author

HS-801 158

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)

This volume examines preferred highway safety practices in the field of traffic engineering services, or traffic control devices. Program development and operation is reviewed along with program implementation and schedule, evaluation, reports, and local government participation. Appendices include data on safety standards, definitions, representative projects, management guide for a statewide inventory, traffic control device maintenance inspections, guides for traffic sign, pavement marking, and traffic signal inventories, and resource organizations.

Federal Hwy. Administration, Washington, D.C.
1973 ; 79p 17refs
Vols. 0-11 are HS-820 036--HS-820 047; vol. 12 is HS-801 157;
vols. 14-18 are HS-820 048--HS-820 050 and HS-801 119--HS-
801 120.
Availability: Corporate author

HS-801 169

THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT

The Operations Systems Directory project for the National Highway Traffic Safety Administration's Information Data System (IDS) is described, to provide the NHTSA with automated capability for locating and defining data elements, and measuring the accessibility and extent of compatibility of these data elements with other automated data files. Access to data requested from the IDS is provided, analysis of accumulated

data for recognition of highway safety trends is enabled, effectiveness of safety standards is measured, and needs for standards and countermeasures to correct or eliminate traffic safety hazards are identified. Estimated versus actual costs of the NHTSA Operations Systems Directory are cited.

Genasys Corp., Bethesda, Md.
Contract DOT-HS-137-1-210
1973 ; 26p
Availability: NTIS

HS-820 206

ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY

MEMORANDUM

An experiment was conducted using a Monsanto Infrared Tire Flaw Detector to confirm the hypothesis that areas in tires having poor adhesion or separations tend to achieve a greater rate of temperature rise under conditions of moderate stress than unflawed areas. Three types of stress were tried: constant tire deflection; alteration of inflation pressure; alteration of wheel speed. Tire-to-wheel force in at least one case gave evidence of greater thermal rise rates than in other areas of the tire believed to be normal.

by S. Bobo
Department of Transp., Cambridge, Mass. Transp. Systems Center
Contract HS203
Rept. No. DOT-TSC-NHTSA-72-1 ; 1972 ; 15p
Availability: Reference copy only

SUBJECT INDEX

RANDOMIZED VEHICLES
AGENDA FOR THE SURCOMMITTEE ON REGISTRATION
HS-014 644

VEHICLE LIGHTING
HS-R01 106

VEHICLE
TRANSMISSION SYSTEM ANALYSIS FOR VARIOUS TASKS
HS-014 600

ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-R01 123

VEHICLE RESPONSE
A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN
INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
ON MOTORWAYS
HS-014 686

VEHICLE VIOLATIONS
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

VEHICLE ANALYSTS
CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611

VEHICLE CASE REPORTS

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

ACCIDENT CAUSES
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

INJURY TO PEDESTRIANS
HS-014 692

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN
FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

ACCIDENT COSTS
ACCIDENTS: THEIR COST AND RELATION TO SURFACE
CHARACTERISTICS
HS-014 617

ACCIDENT DIAGRAMS
MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4

INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

ACCIDENT FACTORS

CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-6014 611

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

ACCIDENT INVESTIGATION
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-14 679

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

ACCIDENT INVESTIGATIONS
PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

ACCIDENT LOCATION
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL
REPORT
HS-801 112

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING
SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

ACCIDENT PREVENTION
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

ACCIDENTS: THEIR COST AND RELATION TO SURFACE
CHARACTERISTICS
HS-014 617

THE DRIVE TO CUT HOLIDAY DEATHS
HS-601 159

TO LOW SPEED VEHICLES
HS-014 640

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 583

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 5
HS-600 673

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 6
HS-600 977

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 9
HS-601 135

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 1
HS-601 187

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 2
HS-601 244

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 3
HS-601 291

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 5
HS-601 395

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 6
HS-601 447

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 9
HS-601 602

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 1
HS-601 705

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 2
HS-601 762

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL
REPORT
HS-801 112

THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT
HS-801 169

ACCIDENT PRONENESS
PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

ACCIDENT RATES
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

ACCIDENT RECONSTRUCTION
ACCIDENTS: THEIR COST AND RELATION TO SURFACE
CHARACTERISTICS
HS-014 617

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 5
HS-600 673

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 6
HS-600 977

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 9
HS-601 135

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 1
HS-601 187

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 5
HS-601 395

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 9
HS-601 602

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 1
HS-601 705

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 2
HS-601 762

ACCIDENT REPORTS
CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611

WORLD-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

ACCIDENT RESEARCH
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

INJURY TO PEDESTRIANS
HS-014 692

BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE
CURVATURE. FINAL REPORT
HS-801 002

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

ACCIDENT RESPONSIBILITY
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN
FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

ACCIDENT RISK FORECASTING
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

ACCIDENT RISKS
ACCIDENTS: THEIR COST AND RELATION TO SURFACE
CHARACTERISTICS
HS-014 617

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

ACCIDENT SEVERITY
COST OF ROAD ACCIDENTS

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

ACCIDENT SIMULATION
CRASH TEST DEVICE DEVELOPMENT: REPEATABLE PETE. APPENDIX A.
HSPI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA.
FINAL REPORT
HS-014 638

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-001 123

ACCIDENT STATISTICS
CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

WHY I'M FOR BUCKLE-UP LAWS
HS-014 619

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 623

HS-014 691

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL
REPORT
HS-801 112

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

ACCIDENT STUDIES
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

ACCIDENT SURVIVABILITY
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

ACCIDENT TYPES
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

NO. ?
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. ?
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. R
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. ?
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. ?
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. ?
HS-601 764

ACCIDENTS BY VEHICLE AGE
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

ACCURACY
EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL
REPORT
HS-801 124

ACOUSTIC MEASUREMENT
EMISSIONS AND NOISE
HS-014 594

TRUCK NOISE CONTROL
HS-014 698

ACOUSTICS
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

ADDITIVES
STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER
WEAR
HS-014 666

AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICTION
HS-014 667

ADHESION
ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE
HS-014 668

ADOLESCENT DRIVERS
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

AERODYNAMIC CONFIGURATIONS
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

AFTERCoolERS
CUMMINS K-SERIES ENGINES
HS-014 654

AGE FACTOR IN ACCIDENTS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

AGE FACTORS IN ACCIDENTS
PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

AIR BAG INFLATION TIME
AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY
THE SAFETY AIR CUSHION
HS-014 660

AIR BAG RESTRAINT SYSTEMS
THE FUTURE OF SEAT BELTS
HS-014 606

WHY I'M FOR BUCKLE-UP LAWS
HS-014 619

AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY
THE SAFETY AIR CUSHION
HS-014 660

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA)
USED IN A FLEET TEST PROGRAM
HS-014 662

SAFER CARS BY 1977
HS-014 681

AIR COOLED ENGINES
EMISSION CONTROL SERIES: PT. 4, VOLKSWAGEN
HS-014 624

AIR FLOW RATES
TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE
FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

AIR FUEL RATIO
ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-014 696

AIR INJECTION REACTOR SYSTEMS
EMISSION CONTROL: FIRST, THE BASICS, PT. 1
HS-014 625

EMISSION CONTROL SERIES: PT. 2, AMC
HS-014 626

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION
HS-014 627

AIR POLLUTANT CONCENTRATIONS
AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO
ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM
REPORT
HS-014 634

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY
FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIR POLLUTANTS
AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON
THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS
FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM
REPORT
HS-014 632

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO
ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY
FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND
REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

HS-014 637
A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY
HS-014 695

MOTOR VEHICLE EMISSIONS: A BIBLIOGRAPHY WITH ABSTRACTS
HS-801 136

AIR POLLUTION CONTROL
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

MOTOR VEHICLE EMISSIONS: A BIBLIOGRAPHY WITH ABSTRACTS
HS-801 136

AIR POLLUTION DISPERSION
AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT
HS-014 630

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT
HS-014 634

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

AIR POLLUTION EMISSION FACTORS
EMISSIONS AND NOISE
HS-014 594

AIR POLLUTION MONITORING
AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIR POLLUTION RESEARCH
AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

AIR POLLUTION SOURCES
AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY
HS-014 695

AIR PRESSURE
AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY THE SAFETY AIR CUSHION
HS-014 660

AIR PUMPS
EMISSION CONTROL SERIES: PT. 4, VOLKSWAGEN
HS-014 624

AIR QUALITY STANDARDS
AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

AIR SAMPLING
AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIRCRAFT EVACUATION
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT
AIRCRAFT
HS-014 661

AIRCRAFT SAFETY
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT

ALCOHOL CHEMICAL TESTS
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

ALCOHOL EDUCATION
ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 KEY PERSONNEL. FINAL REPORT
HS-801 149

ALCOHOL EDUCATION MATERIALS
ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 KEY PERSONNEL. FINAL REPORT
HS-801 149

ALCOHOL EFFECTS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

ALCOHOL LAWS
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

ALCOHOL SAFETY ACTION PROJECTS
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS, TECHNICAL REPORT
HS-801 144

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

ALCOHOL USAGE
A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS, TECHNICAL REPORT
HS-801 144

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

ALCOHOL USAGE DETERRENTS
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 KEY PERSONNEL. FINAL REPORT
HS-801 149

ALDEHYDES
ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES. PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT
HS-014 696

ALGORITHMS
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

ALLOYS
CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES
HS-014 653

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER WEAR
HS-014 666

ALUMINUM
NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

AMBIENT AIR QUALITY
AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL: VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT

FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AMBIENT TEMPERATURE
RECOMMENDED PRACTICE FOR THE TIRE TMPH APPLICATION
HS-014 639

AMBIENT TEMPERATURE EFFECT ON EXHAUST
ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-014 696

AMC HORNET
FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS.
SUMMARY. FINAL REPORT
HS-801 080

AMERICAN MOTORS CORP.
EMISSION CONTROL SERIES: PT. 2, AMC
HS-014 626

AMPHIBIOUS VEHICLES
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

ANALOG COMPUTERS
SIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS
HS-014 603

ANGLE IMPACT TESTS
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT
HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY
ACT OF 1966, MARCH 28, 1974
HS-014 648

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS.
SUMMARY. FINAL REPORT
HS-801 080

ANTHROPOOMETRY
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL
REPORT
HS-801 124

ANTHROPOMORPHIC DUMMIES
CRASH TEST DEVICE DEVELOPMENT: REPPATABLE PETE. APPENDIX A.
HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA.
FINAL REPORT
HS-014 638

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

ANTILOCKING DEVICES
A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM
COMPATIBILITY
HS-014 665

APPRAISALS
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

AROMATIC COMPOUNDS
ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-014 696

AROMATIC HYDROCARBONS
ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-014 696

ARRESTS
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL
REPORT
HS-801 112

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE
OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

ATTENTION
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

ATTENTION LAPSSES
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

ATTITUDE MEASUREMENT
FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE
OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

AUSTRALIA
WHY I'M FOR RUCKLE-UP LAWS
HS-014 619

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE

AUTOMATIC GEARBOXES
POWER FLOW AND TORQUE IN EPICYCLIC GEARING
HS-014 601

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 1
HS-014 604

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 2
HS-014 605

AUTOMATIC TRANSMISSION DESIGN
TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

AUTOMATIC TRANSMISSIONS
A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER
WEAR
HS-014 666

AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICTION
HS-014 667

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE
FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

AUTOMATIC VEHICLES
AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS
TO LOW SPEED VEHICLES
HS-014 640

AUTOMOBILE ACCIDENTS
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

AUTOMOBILE BODIES
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE
FINITE ELEMENT METHOD
HS-014 657

MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

AUTOMOBILE DEFECTS
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

AUTOMOBILE ENGINES
CUMMINS K-SERIES ENGINES
HS-014 654

AUTOMOBILE MANUFACTURING
AN INTRODUCTION TO STRUCTURAL ANALYSIS
HS-014 699

AUTOMOTIVE USE OF FINITE ELEMENT METHODS--INTRODUCTION AND
OVERVIEW
HS-014 700

AUTOMOBILE MODELS
CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611

PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

VEHICLE DISABLING STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-801 104

AUTOMOBILE MODIFICATION
FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS.
SUMMARY. FINAL REPORT
HS-801 080

AUTOMOBILE RECALL CAMPAIGNS
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

AUTOMOBILE REPAIR AFTER ACCIDENT
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

AUTOMOBILE REPAIR COSTS
DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

AUTOMOBILE SAFETY STANDARDS
LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

AUTOMOTIVE ENGINEERING
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND

OVERVIEW
HS-014 700

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS
HS-014 703

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

AUTOMOTIVE INDUSTRY
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN CYCLE
HS-014 701

HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL
ORGANIZATIONS
HS-014 704

AUTOMOTIVE PARTS INDUSTRY
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

AUTOPSY'S
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1, MMF--FINAL
REPORT 1972
HS-801 141

BALL JOINTS
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

BALTIMORE
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1, MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2, MMF--FINAL
REPORT 1972
HS-801 142

BAROMETRIC PRESSURE
AIR QUALITY MANUAL: VOL. 1, METEOROLOGY AND ITS INFLUENCE ON
THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

BARRIER COLLISION TESTS
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT
HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY
ACT OF 1966, MARCH 28, 1974
HS-014 648

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA)
USED IN A FLEET TEST PROGRAM
HS-014 662

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS,
SUMMARY, FINAL REPORT
HS-801 080

BATTERY DESIGN
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

BEAM TESTS
ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS
HS-014 703

BEHAVIOR RESEARCH
FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE
OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

BEHIND THE WHEEL INSTRUCTION
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR
CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

BENEFIT COST ANALYSIS
DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT
FILM. FINAL REPORT
HS-801 138

BIAS BELTED TIRES
THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

BIAS TIRES
THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

BIBLIOGRAPHIES

RICYCLE RIDER INJURIES

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

BIOMECHANICS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

INJURY TO PEDESTRIANS
HS-014 692

BLOOD ALCOHOL LEVELS
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1, MMF--FINAL
REPORT 1972
HS-801 141

BODY DESIGN
AUTOMOTIVE USE OF FINITE ELEMENT METHODS--INTRODUCTION AND
OVERVIEW
HS-014 700

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS
HS-014 702

BOSTON (MASS.)
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN
FATAL ACCIDENTS, TECHNICAL REPORT
HS-801 144

BRAKE CABLES
STEEL CABLE BUMPER DECELERATOR
HS-014 671

BRAKE CONTROLS
A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM
COMPATIBILITY
HS-014 665

BRAKE DESIGN
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE
BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1:
MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

BRAKE FADE
DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD.
INTERIM REPORT
HS-801 133

BRAKE LINING TESTS
DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD.
INTERIM REPORT
HS-801 133

BRAKE LOCKS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

INJURY TO PEDESTRIANS
HS-014 692

BRAKE PADS
STEEL CABLE BUMPER DECELERATOR
HS-014 671

BRAKE PERFORMANCE
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE
BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1:
MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD.
INTERIM REPORT
HS-801 133

BRAKE STANDARDS
A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM
COMPATIBILITY
HS-014 665

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD.
INTERIM REPORT
HS-801 133

BRAKE SYSTEMS
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE
BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1:
MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

SAFER CARS BY 1977
HS-014 681

BRAKE TESTS

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

BRAKE TORQUE

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD. INTERIM REPORT
HS-801 133

BRAKING

SIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS
HS-014 603

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 1
HS-014 604

NORMAL DRIVING BEHAVIOUR AT MOTORWAY INTERCHANGES
HS-014 687

BRAKING FORCES

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD. INTERIM REPORT
HS-801 133

BRAKING TIME

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD. INTERIM REPORT
HS-801 133

BRAYTON CYCLE ENGINES

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

BUDGETS

HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

BUMPER DESIGN

STEEL CABLE BUMPER DECCELERATOR
HS-014 671

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

SAFER CARS BY 1977
HS-014 681

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

INJURY TO PEDESTRIANS
HS-014 692

BUMPER HEIGHT

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

BUMPER STANDARDS

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

BUMPER TESTS

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

BUMPERS

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

BUS LANES

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

BUSES

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

BUZZERS

URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

CADAVERS

LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT

CADAVERS IN TESTING

CRASH TEST DEVICE DEVELOPMENT: REPEATABLE PETE. APPENDIX A. HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA.
FINAL REPORT
HS-014 638

BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE CURVATURE. FINAL REPORT
HS-801 002

CALIFORNIA

WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-814 616

THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT
HS-014 630

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT
HS-014 634

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

CAM FOLLOWERS

STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

CAMS

STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

CAMSHAFTS

ALFA-SUD FLAT FOUR ENGINE
HS-014 650

CANADA

LEGISLATION AND THE DIESEL ENGINE
HS-014 602

CARBON MONOXIDE

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION
HS-014 627

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT
HS-014 634

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES. PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT
HS-014 696

CARBON MONOXIDE POISONING

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-801 141

CARBURETOR DESIGN

TURBOCHARGING THE PETROL ENGINE
HS-014 623

CARBURETOR EMISSION CONTROL

EMISSION CONTROL: FIRST, THE BASICS. PT. 1
HS-014 625

CARDIOVASCULAR RESPONSES

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS ON MOTORWAYS
HS-014 686

CAST IRON

HS-014 666

CATALYTIC CONVERTERS

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-014 696

CHATTANOOGA

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL
REPORT
HS-801 112

CHEMICAL REACTIONS

DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL
GALVANIZED SHEET PRODUCTS
HS-014 651FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL
BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

CHEMISTRY

USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

CHEST ACCELERATION TOLERANCES

THE FUTURE OF SEAT BELTS
HS-014 606

CHEST IMPACT TOLERANCES

CRASH TEST DEVICE DEVELOPMENT: REPEATABLE PETE. APPENDIX A.
HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA.
FINAL REPORT
HS-014 638

CHEST RESTRAINTS

THE FUTURE OF SEAT BELTS
HS-014 606

CHEVROLET IMPALA

VEHICLE DISARLMENT STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-801 104

CHILD INJURIES

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

CHILD PEDESTRIANS

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

CHLORDIAZEPOXIDE

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

CHOKFS

EMISSION CONTROL SERIES: PT. 2. AMC
HS-014 626EMISSION CONTROL SERIES: PT. 3. CHRYSLER CORPORATION
HS-014 627

CHRYSLER CORP.

EMISSION CONTROL SERIES: PT. 3. CHRYSLER CORPORATION
HS-014 627

CLASSROOM DRIVER INSTRUCTION

AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR
CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

CLUTCH FACINGS

WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

CLUTCH FAILURES

TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

CLUTCH PLATES

TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

CLUTCHES

STEEL CARB RUMPER DECELERATOR
HS-014 671

COATINGS

DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL
GALVANIZED SHEET PRODUCTS
HS-014 651

CODING SYSTEMS

VEHICLE DISARLMENT STUDY--PILOT PROGRAM. VOL. 3: DATA
PROCESSING GUIDE. FINAL REPORT
HS-801 103

COLLAPSE

ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE
FINITE ELEMENT METHOD
HS-014 657

MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS

COLLISION COURSE

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

COLLISION COURSES

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 912MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

COLLISION INSURANCE

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

COMFORT

USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

COMMERCIAL VEHICLES

CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611COMMITTEE ON THE CHALLENGES OF MODERN SOCIETY (CCMS)
A VEHICLE DEFORMATION INDEX
HS-014 690

COMMUNITY SUPPORT

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE
OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN,
CONSTRUCTION, AND MAINTENANCE
HS-801 157HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING
SERVICES (TRAFFIC CONTROL DEVICES)

COMPACT AUTOMOBILES
NEW 2.3L FORD OHC ENGINE FAP 1974
HS-014 649

ALFA-SUD FLAT FOUR ENGINE
HS-014 650

THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS,
SUMMARY. FINAL REPORT
HS-801 080

COMPATIBILITY
A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM
COMPATIBILITY
HS-014 665

COMPLIANCE TESTS
EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL
REPORT
HS-801 124

COMPRESSION RATIO
TURBOCHARGING THE PETROL ENGINE
HS-014 623

COMPRESSION TESTS
WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

COMPUTER PRINTOUTS
VEHICLE DISARALEMENT STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-801 104

COMPUTER PROGRAMS
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE
BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1:
MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON
THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

COMPUTERIZED DESIGN
AUTOMOTIVE USE OF FINITE ELEMENT METHODS--INTRODUCTION AND
OVERVIEW
HS-014 700

HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN CYCLE
HS-014 701

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS
HS-014 703

HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL
ORGANIZATIONS
HS-014 704

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

COMPUTERIZED RECORDS MANAGEMENT
VEHICLE DISARALEMENT STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-801 104

THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT
HS-801 169

COMPUTERIZED SIMULATION
SIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS
HS-014 603

LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE
BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1:
MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE
FINITE ELEMENT METHOD
HS-014 657

HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN CYCLE
HS-014 701

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS,
SUMMARY. FINAL REPORT
HS-801 080

COMPUTERIZED TEST METHODS
LINEAR IMPACT SLED FOR AUTOMOTIVE RUMPER TESTING
HS-014 673

TRUCK NOISE CONTROL
HS-014 698

COMPUTERS
HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL

CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES
HS-014 653

CONFERENCE PROGRAMS
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

CONFERENCES
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

CONFIDENCE INTERVALS
HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN-CYCLE
HS-014 701

CONSTRUCTION SITES
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN,
CONSTRUCTION, AND MAINTENANCE
HS-801 157

CONSUMER ACCEPTANCE
WHY I'M FOR BUCKLE-UP LAWS
HS-014 619

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA)
USED IN A FLEET TEST PROGRAM
HS-014 662

INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT
SYSTEMS
HS-014 664

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

CONTROL ARMS
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

CONTROL EQUIPMENT
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

CONTROL LOCATION
EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL
REPORT
HS-801 124

CONTROLLED ACCESS HIGHWAYS
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

CONVICTIONS
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

COOLING SYSTEMS
EMISSION CONTROL SERIES: PT. 2, AMC
HS-014 626

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

CORNERING
TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

CORROSION INHIBITORS
DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL
GALVANIZED SHEET PRODUCTS
HS-014 651

CORROSION PREVENTION
DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL
GALVANIZED SHEET PRODUCTS
HS-014 651

FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL
BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

CORROSION RESISTANCE
CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES
HS-014 653

CORROSION TESTS
FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL
BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES
HS-014 653

COST MINIMIZATION
TURBOCHARGING THE PETROL ENGINE
HS-014 623

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS
HS-014 702

COULOMB FRICTION
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE
BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1:
MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY

HS-014 620

CRANKCASE EMISSION CONTROL
EMISSION CONTROL: FIRST. THE BASICS, PT. 1
HS-014 625

CRASH PHASE
MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 5
HS-601 489

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499.

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

CRASH RESPONSE FORECASTING
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT
SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT
AIRCRAFT
HS-014 661

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

CRASHWORTHINESS
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT
HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY
ACT OF 1966. MARCH 28, 1974
HS-014 648

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

RURAL TRAFFIC ACCIDENTS
HS-014 680

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS.
SUMMARY. FINAL REPORT
HS-801 080

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

CRASHWORTHY BODIES
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE
FINITE ELEMENT METHOD
HS-014 657

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER
APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

CRUSHING
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE
FINITE ELEMENT METHOD
HS-014 657

MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

CURRICULA
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR
CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 KEY
PERSONNEL. FINAL REPORT

DAMAGE COSTS
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

DAMAGE PATTERNS
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT
HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY
ACT OF 1966, MARCH 28, 1974
HS-014 648

DAMAGE PREVENTION
DESIGN AND DAMAGEARILTY: PERSUASION OR REGULATION?
HS-014 674

DAMAGE SEVERITY
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT
HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY
ACT OF 1966. MARCH 28, 1974
HS-014 648

RURAL TRAFFIC ACCIDENTS
HS-014 680

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 3
HS-600 778

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 9
HS-600 984

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 10
HS-601 136

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 2
HS-601 764

DAMAGE SEVERITY INDEX
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

A VEHICLE DEFORMATION INDEX
HS-014 690

DATA ACQUISITION
SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND
MEASUREMENT
HS-014 622

VEHICLE DISABILMENT STUDY--PILOT PROGRAM. VOL. 3: DATA
PROCESSING GUIDE. FINAL REPORT
HS-801 103

THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND
REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

A VEHICLE DEFORMATION INDEX
HS-014 690

VEHICLE DISABILMENT STUDY--PILOT PROGRAM. VOL. 3: DATA
PROCESSING GUIDE. FINAL REPORT
HS-801 103

VEHICLE DISABILMENT STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-801 104

DATA BANKS
AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND
REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

VEHICLE DISABILMENT STUDY--PILOT PROGRAM. VOL. 3: DATA
PROCESSING GUIDE. FINAL REPORT
HS-801 103

VEHICLE DISABILMENT STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-801 104

DATA PROCESSING
SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND
MEASUREMENT
HS-014 622

VEHICLE DISABILMENT STUDY--PILOT PROGRAM. VOL. 3: DATA
PROCESSING GUIDE. FINAL REPORT
HS-801 103

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL
REPORT
HS-801 112

THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT
HS-801 169

DATA REDUCTION
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

DAY OF WEEK
AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS
FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM
REPORT
HS-014 632

DEAFNESS
AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY
THE SAFETY AIR CUSHION
HS-014 660

DECELERATION
TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

THE FUTURE OF SEAT BELTS
HS-014 606

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD.
INTERIM REPORT
HS-801 133

DECELERATION TOLERANCES
STEEL CABLE BUMPER DECELERATOR
HS-014 671

DEFECT CORRECTION
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

DEFECTIVE VEHICLES
VEHICLE DISABILMENT STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-801 104

DEFECTS
THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION
PROGRAM
HS-014 615

VEHICLE DISABILMENT STUDY--PILOT PROGRAM. VOL. 3: DATA

PROCESSING GUIDE. FINAL REPORT
HS-801 103

VEHICLE DISABLEMENT STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT
HS-801 104

DEFLECTION

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

DEFORMATION

RURAL TRAFFIC ACCIDENTS
HS-014 680

DEFORMATION ANALYSIS

PLASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

A VEHICLE DEFORMATION INDEX
HS-014 690

DEGRADATION FAILURES

WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

DEMOGRAPHIC PROJECTIONS

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

DESIGN OF EXPERIMENTS

STANDARD TESTS FOR CARS AND FOLLOWERS
HS-014 595

SIMULATED ROAD TESTING
HS-014 598

TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL REPORT
HS-801 124

DETECTORS

AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS TO LOW SPEED VEHICLES
HS-014 640

DETERIORATION

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

DEXRON

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER WEAR
HS-014 666

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

DIESEL ENGINE NOISE

LEGISLATION AND THE DIESEL ENGINE
HS-014 602

CUMMINS K-SERIES ENGINES
HS-014 654

TRUCK NOISE CONTROL
HS-014 698

DIESEL ENGINES

ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

LEGISLATION AND THE DIESEL ENGINE
HS-014 602

CUMMINS K-SERIES ENGINES
HS-014 654

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

DIGITAL COMPUTERS

TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

HS-014 603

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

DIODES

AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS TO LOW SPEED VEHICLES
HS-014 640

DIRECTION SIGNS

WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

DIRT

DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT FILM. FINAL REPORT
HS-801 138

DISABLED VEHICLES

VEHICLE DISABLEMENT STUDY--PILOT PROGRAM. VOL. 3: DATA PROCESSING GUIDE. FINAL REPORT
HS-801 103

VEHICLE DISABLEMENT STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT
HS-801 104

DISC BRAKES

STEEL CABLE BUMPER DECELERATOR
HS-014 671

DISPLACEMENT

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

ALFA-SUD FLAT FOUR ENGINE
HS-014 650

DISPLAY SYSTEMS

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP SYSTEM
HS-014 646

DISSECTION

LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

DIVIDED HIGHWAYS

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

DOLLY ROLLOVER TESTS

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

DOOR LATCH FAILURES

RURAL TRAFFIC ACCIDENTS
HS-014 680

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

DOOR OPENING ACCIDENTS

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

DRINKING DRIVER

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

DRINKING DRIVERS

WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 112

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

HS-801 151

DRINKING PEDESTRIANS
PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

DRIVE SYSTEM DESIGN
ALFA-SUD FLAT FOUR ENGTNF
HS-014 650

DRIVE SYSTEMS
TRANSMISSION SYSTEM ANALYSIS FOR VARIFD TASKS
HS-014 600

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

DRIVEARTILITY
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

EMISSION CONTROL SERIES: PT. 2. AMC
HS-014 626

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

DRIVER AGE
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

DRIVER BEHAVIOR
INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT SYSTEMS
HS-014 664

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

NORMAL DRIVING BEHAVIOR AT MOTORWAY INTERCHANGES
HS-014 687

URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

DRIVER CHARACTERISTICS
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT SYSTEMS
HS-014 664

PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2, NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 5
HS-600 928

INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4, NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5, NO. 1
HS-601 705

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION, VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION, VOL. 3. NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN
FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

DRIVER CONFUSION
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

DRIVER EDUCATION
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

DRIVER EDUCATION MANUALS
ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 KEY
PERSONNEL. FINAL REPORT
HS-801 149

DRIVER EDUCATIONAL LEVELS
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN
FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

DRIVER ERROR
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

DRIVER ERRORS
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

DRIVER EXPERIENCE
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

DRIVER FATALITIES
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 147

DRIVER FATIGUE
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN
INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
ON MOTORWAYS
HS-014 686

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

DRIVER FATIGUE CAUSED ACCIDENTS
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

DRIVER INTERVIEWS
THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION
PROGRAM
HS-014 615

DRIVER INTOXICATION
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL
REPORT
HS-801 112

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE
OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

DRIVER LICENSE LAWS
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS

DRIVER LICENSE RECIPROCITY
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

DRIVER LICENSE REEXAMINATION
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

DRIVER LICENSE RENEWAL
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

DRIVER LICENSE REVOCATION
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

DRIVER LICENSE SUSPENSION
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

DRIVER LICENSING
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

DRIVER MILEAGE
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT
SYSTEMS
HS-014 664

DRIVER MOTIVATION
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

DRIVER OCCUPATION
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN
FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

DRIVER PERFORMANCE
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLIGHT
SYSTEM
HS-014 646

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE
TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS
INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
ON MOTORWAYS
HS-014 686

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

DRIVER PERFORMANCE UNDER STRESS
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

DRIVER PHYSICAL FITNESS
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

DRIVER PROSECUTION
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL
REPORT
HS-801 112

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE
OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

DRIVER RECORDS
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

DRIVER REHABILITATION

DRIVER ROAD INTERFACE

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

DRIVER SEX

URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

DRIVER SKILLS

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

DRIVER TESTS

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

DRIVER VEHICLE FAMILIARITY

AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

DRIVER VEHICLE INTERFACE

CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS 1970-1971
HS-014 611

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 3
HS-600 778

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 9
HS-600 984

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 10
HS-601 136

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 3. NO. 3
HS-601 764

DRIVER VISIBILITY

ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS
HS-014 617

DRIVING CONDITIONS

STIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

DRIVING SIMULATION

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

DRIVING TASK ANALYSIS

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

DRIVING WITHOUT A LICENSE

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

DRUG EFFECTS

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

DRUG USAGE

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

DRUGS

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

DRUM BRAKES

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD. INTERIM REPORT
HS-801 133

DRY ROAD CONDITIONS

DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

DURABILITY

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

DURABILITY TESTS

STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

DYNAMIC LOADS

MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS
HS-014 703

DYNAMIC TESTS

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS. SUMMARY. FINAL REPORT
HS-801 080

EAR INJURIES

AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY

ECONOMIC ANALYSIS
PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 639

THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS SYSTEMS DIRECTORY PROJECT, FINAL REPORT
HS-001 169

ECONOMIC FACTORS
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

THE MICHIGAN TRAIL SUBSTITUTE MOTOR VEHICLE INSPECTION PROGRAM
HS-014 615

TURBOCHARGING THE PETROL ENGINE
HS-014 623

DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL GALVANIZED SHEET PRODUCTS
HS-014 651

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN CYCLE
HS-014 701

HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

EDUCATION
HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

EJECTION
CRASH/INJURY-EJECTION STUDY, COMMERCIAL VEHICLE ACCIDENTS 1970-1971
HS-014 611

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL, TRANSPORT SAFETY, VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER, VOL. 2. TECHNICAL REPORT (FINAL)
HS-001 123

EL PASO
EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-001 112

ELASTICITY
EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

ELECTRIC DRIVE SYSTEMS
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

ELECTRIC SYSTEMS
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

ELECTRIC VEHICLES
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

ELECTRICITY
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

ELECTROMAGNETS
THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

ELEVATED HIGHWAYS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT
HS-014 634

EMERGENCY MEDICAL SERVICES
RURAL TRAFFIC ACCIDENTS
HS-014 680

EMERGENCY SERVICES
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE

EMISSION CONTROL
AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 633

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

EMISSION TESTS
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

EMISSIONS
MOTOR VEHICLE EMISSIONS: A BIBLIOGRAPHY WITH ABSTRACTS
HS-001 136

EMOTIONS
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-001 096

ENERGY ABSORBING BUMPERS
STEEL CABLE BUMPER DECELERATOR
HS-014 671

ENERGY ABSORBING MATERIALS
THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER ADAPTED TO 1974 BUMPER SYSTEMS
HS-014 672

ENERGY ABSORPTION
MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

ENERGY CONSERVATION
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

ENGINE BLOCKS
ALFA-SUD FLAT FOUR ENGINE
HS-014 650

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

ENGINE COMPARISONS
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

ENGINE DESIGN
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

TURBOCHARGING THE PETROL ENGINE
HS-014 623

NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

ALFA-SUD FLAT FOUR ENGINE
HS-014 650

CUMMINS K-SERIES ENGINES
HS-014 654

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

ENGINE MAINTENANCE
EGR SYSTEMS AND THE ENERGY CRUNCH
HS-014 706

ENGINE MODIFICATION
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

TURBOCHARGING THE PETROL ENGINE
HS-014 623

EMISSION CONTROL SERIES: PT. 4, VOLKSWAGEN
HS-014 624

EMISSION CONTROL SERIES: PT. 2, AMC
HS-014 626

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION
HS-014 627

ENGINE MODIFICATIONS
LEGISLATION AND THE DIESEL ENGINE
HS-014 602

ENGINE NOISE
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

ENGINE PERFORMANCE
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING

NFW 2.3L FORD OHC ENGINE FOP 1974
HS-014 649

ALFA-SUD FLAT FOUR ENGINES
HS-014 650

CUMMINS K-SERIES ENGINES
HS-014 654

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS
WORKING FLUIDS. FINAL REPORT
HS-014 697

ENGINE SIZE
NFW 2.3L FORD OHC ENGINE FOP 1974
HS-014 649

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS
WORKING FLUIDS. FINAL REPORT
HS-014 697

ENGINE SPEEDS
DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

ENGINE TESTS
DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

ENGINE WEIGHT
DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS
WORKING FLUIDS. FINAL REPORT
HS-014 697

ENGLAND
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR
CYCLE TRAINING SCHEME--AN INTEPIM REPORT
HS-014 614

ENVIRONMENTAL FACTORS
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

AIR QUALITY MANUAL: VOL. 1, METEOROLOGY AND ITS INFLUENCE ON
THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL
BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

CORROSION OF HSLA AND MILD STEELS beneath VEHICLES
HS-014 653

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 11
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 12
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 13
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 14
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 15
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 16
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

ENVIRONMENTAL IMPACT STATEMENTS

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 636

ENVIRONMENTAL PLANNING

LEGISLATION AND THE DIESEL ENGINE HS-014 602

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT HS-014 637

ENVIRONMENTAL RESEARCH

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 636

EPIDEMIOLOGY

INJURY TO PEDESTRIANS HS-014 692

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT HS-801 696

EQUATIONS

SUSPENSION GEOMETRY HS-014 596

SIMULATED ROAD TESTING HS-014 599

TRACTION V. STABILITY IN PASSENGER CARS HS-014 599

STIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS HS-014 603

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3 HS-014 608

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3 HS-014 609

ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD HS-014 657

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE HS-014 659

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY HS-014 695

DYNAMOMETER TEST FOR REAR-AXLE BRAKE LINING STANDARD. INTERIM REPORT HS-801 133

EQUATIONS OF MOTION

POWER FLOW AND TORQUE IN EPICYCLIC GEARING HS-014 601

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 1 HS-014 604

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 2 HS-014 605

A COMPUTER-BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY HS-014 628

FRASPHFRF

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL REPORT HS-801 124

EUROPE

LEGISLATION AND THE DIESEL ENGINE HS-014 602

EUROPEAN AUTOMOBILES

A VEHICLE DEFORMATION INDEX HS-014 690

EUROPEAN VEHICLES

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN SEALED BEAM HEADLIGHTS HS-014 643

EVASION

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP SYSTEM HS-014 646

AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICTION HS-014 667

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL REPORT HS-801 124

EVAPORATIVE EMISSION CONTROL DEVICES

EMISSION CONTROL SERIES: PT. 4. VOLKSWAGEN HS-014 624

EMISSION CONTROL SERIES: PT. 3. CHRYSLER CORPORATION

EXHAUST COMPOSITION

ALTERNATIVE AUTOMOTIVE POWER PLANTS HS-014 597

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT HS-014 697

EXHAUST EMISSION CONTROL

EMISSIONS AND NOISE HS-014 594

TURBOCHARGING THE PETROL ENGINE HS-014 623

EMISSION CONTROL: FIRST, THE BASICS, PT. 1 HS-014 625

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 631

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT HS-014 637

MOTOR VEHICLE EMISSIONS: A BIBLIOGRAPHY WITH ABSTRACTS HS-801 136

EXHAUST EMISSION CONTROL DEVICE MAINTENANCE

EMISSION CONTROL: FIRST, THE BASICS, PT. 1 HS-014 625

EMISSION CONTROL SERIES: PT. 2, AMC HS-014 626

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION HS-014 627

EXHAUST EMISSION CONTROL DEVICE TESTS

EGR SYSTEMS AND THE ENERGY CRUNCH HS-014 706

EXHAUST EMISSION CONTROL DEVICES

EMISSION CONTROL SERIES: PT. 4, VOLKSWAGEN HS-014 624

EMISSION CONTROL: FIRST, THE BASICS, PT. 1 HS-014 625

EMISSION CONTROL SERIES: PT. 2, AMC HS-014 626

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION HS-014 627

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES. PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT HS-014 696

EXHAUST EMISSION MEASUREMENT

EMISSIONS AND NOISE HS-014 594

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY HS-014 695

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES. PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT HS-014 696

EXHAUST EMISSION SAMPLING

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES. PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT HS-014 696

EXHAUST EMISSION STANDARDS

ALTERNATIVE AUTOMOTIVE POWER PLANTS HS-014 597

LEGISLATION AND THE DIESEL ENGINE HS-014 602

EMISSION CONTROL SERIES: PT. 2, AMC HS-014 626

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 631

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES. PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT HS-014 696

EXHAUST EMISSIONS

LEGISLATION AND THE DIESEL ENGINE HS-014 602

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 631

FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

NFW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

CUMMINS K-SERIES ENGINES
HS-014 654

EXHAUST GAS DIFFUSION
AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT
HS-014 634

EXHAUST GAS PLUMES
LEGISLATION AND THE DIFFUSION ENGINE
HS-014 602

EXHAUST GAS RECIRCULATION
EMISSION CONTROL SERIES: PT. 4. VOLKSWAGEN
HS-014 624

EMISSION CONTROL: FIRST. THE BASICS, PT. 1
HS-014 625

EMISSION CONTROL SERIES: PT. 2. AMC
HS-014 626

EMISSION CONTROL SERIES: PT. 3. CHRYSLER CORPORATION
HS-014 627

EGR SYSTEMS AND THE ENERGY CRUNCH
HS-014 706

EXHAUST NOTSF
TRUCK NOTSF CONTROL
HS-014 698

EXPERIMENTAL ENGINES
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

TURBOCHARGING THE PETROL ENGINE
HS-014 623

EXPERIMENTAL SAFETY VEHICLES
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

SAFER CARS BY 1977
HS-014 681

EXTERNAL COMBUSTION ENGINES
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

EYE INJURIES
INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

FAILURE CAUSED ACCIDENTS
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

FAILURE STRESS
FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

FAILURES
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

VEHICLE DISABILITY STUDY--PILOT PROGRAM. VOL. 3: DATA PROCESSING GUIDE. FINAL REPORT
HS-801 103

VEHICLE DISABILITY STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT
HS-801 104

FAN NOISE
TRUCK NOISE CONTROL
HS-014 698

FATALITIES BY AGE
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

FATALITY CAUSES
MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 5
HS-600 673

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 9
HS-601 135

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 1
HS-601 187

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 2
HS-601 244

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 3
HS-601 291

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 5
HS-601 395

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 6
HS-601 447

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 9
HS-601 602

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 1
HS-601 705

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 2
HS-601 762

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-801 141

FATALITY PREVENTION
WHY I'M FOR BUCKLE-UP LAWS
HS-014 619

FATALITY RATES
CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS 1970-1971
HS-014 611

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-801 141

FATIGUE LIFE
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

FATIGUE TESTS
FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

FATIGUE (MATERIALS)
FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

FEEDBACK CONTROL
AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS TO LOW SPEED VEHICLES
HS-014 640

FIELD PHOTOELECTRIC AIMERS
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

FINITE ELEMENT METHOD
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

AN INTRODUCTION TO STRUCTURAL ANALYSIS
HS-014 699

AUTOMOTIVE USE OF FINITE ELEMENT METHODS--INTRODUCTION AND OVERVIEW
HS-014 700

HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN CYCLE
HS-014 701

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS
HS-014 702

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS
HS-014 703

HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

FLAMMABILITY
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

FLASHING LAMPS
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

FLASHING WARNING SIGNALS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

FLFET MANAGEMENT
A FLFET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

FLFET SAFETY
A FLFET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

FLOW CHARTS
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 117

FLUID DYNAMICS
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASFOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

FLUIDS
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 671

FLUOROSCOPY
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

FORD MUSTANG
VEHICLE DISABLING STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT
HS-801 104

FORDS
NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

FORECASTING
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 633

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

NORMAL DRIVING BEHAVIOUR AT MOTORWAY INTERCHANGES
HS-014 687

AN INTRODUCTION TO STRUCTURAL ANALYSIS
HS-014 699

HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

FOREIGN AUTOMOBILES
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966, MARCH 28, 1974
HS-014 648

ALFA-SUD FLAT FOUR ENGINE
HS-014 650

FORTRAN
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

FOUR WHEEL DRIVE VEHICLES
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

FRACTURE MECHANICS
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

FRAME ACCELERATION
DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

FRAME DESIGN
ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS
HS-014 702

FREEWAY DRIVING
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS ON MOTORWAYS
HS-014 686

NORMAL DRIVING BEHAVIOUR AT MOTORWAY INTERCHANGES
HS-014 687

FREQUENCY MODULATION
AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS TO LOW SPEED VEHICLES
HS-014 640

FRICITION
STEEL CABLE BUMPER DECELERATOR
HS-014 671

FRICITION STUDIES
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

FRICITION TESTS
AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICITION
HS-014 667

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

FRONT END IMPACT TESTS
FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS, SUMMARY. FINAL REPORT
HS-801 080

FRONT SUSPENSION SYSTEMS
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

FRONT WHEEL DRIVE AUTOMOBILES

TRACTION V. START/TTY IN PASSENGER CARS
HS-014 599

FUEL COMPOSITION

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-014 656

FUEL CONSUMPTION

CUMMINS K-SERIES ENGINES
HS-014 654

THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS
WORKING FLUIDS. FINAL REPORT
HS-014 697

FUEL ECONOMY

THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

FGO SYSTEMS AND THE ENERGY CRUNCH
HS-014 706

FUEL SYSTEMS

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

FUEL TANK EMISSION CONTROL

EMISSION CONTROL: FIRST, THE BASICS, PT. 1
HS-014 625

GALVANIZED STEEL

FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL
BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

GALVANIZED STEELS

DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL
GALVANIZED SHEET PRODUCTS
HS-014 651

GALVANIZING

DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL
GALVANIZED SHEET PRODUCTS
HS-014 651

GAS TURBINE ENGINES

ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS
WORKING FLUIDS. FINAL REPORT
HS-014 697

GEAR DESIGN

POWER FLOW AND TORQUE IN EPICYCLIC GEARING
HS-014 601

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 1
HS-014 604

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 2
HS-014 605

GEAR SHIFTING MECHANISMS

POWER FLOW AND TORQUE IN EPICYCLIC GEARING
HS-014 601

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 1
HS-014 604

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 2
HS-014 605

GEAR SPFFOS

POWER FLOW AND TORQUE IN EPICYCLIC GEARING
HS-014 601

GEAR TEETH

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 2
HS-014 605

GLARE REDUCTION

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED REAR HEADLIGHTS
HS-014 643

GLARE TO FRANCE

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED REAR HEADLIGHTS
HS-014 643

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

GLASS FRACTURE BEHAVIOR

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

GLOSSARIES

HIGHWAY SAFETY PROGRAM MANUAL, VOL. 12: HIGHWAY DESIGN,
CONSTRUCTION, AND MAINTENANCE
HS-801 157

GRADE SEPARATION

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

AIR QUALITY MANUAL, VOL. 5, APPENDIX TO VOLUME 4. INTERIM
REPORT
HS-014 634

GRAPHIC TECHNIQUES

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

GRAPHS

AIR QUALITY MANUAL, VOL. 5, APPENDIX TO VOLUME 4. INTERIM
REPORT
HS-014 634

GREAT BRITAIN

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS

HS-014 680

SAFER CARS BY 1977

HS-014 681

PUBLIC LIGHTING AND ROAD ACCIDENTS

HS-014 682

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS

HS-014 683

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN
INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
ON MOTORWAYS
HS-014 686

NORMAL DRIVING BEHAVIOR AT MOTORWAY INTERCHANGES
HS-014 687

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

GUIDELINES

HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL
ORGANIZATIONS
HS-014 704

HALUCINogens

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

HALOGEN HEADLAMPS

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED BEAM HEADLIGHTS
HS-014 643

HARMONICS

TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

HAZARD PERCEPTION

HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED BEAM HEADLIGHTS
HS-014 643

HAZARDS

A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT
SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT
AIRCRAFT
HS-014 661

HEAD ACCELERATION TOLERANCES

THE FUTURE OF SEAT BELTS
HS-014 606

BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE
CURVATURE. FINAL REPORT
HS-801 002

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

HEAD IMPACT TOLERANCES

THE FUTURE OF SEAT BELTS

HSPI TEST PROCEDURES. APPENDIX B. SIED TEST SUMMARY DATA.
FINAL REPORT
HS-014 638

BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE
CURVATURE. FINAL REPORT
HS-001 002

HEAD IMPACT VELOCITY
BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE
CURVATURE. FINAL REPORT
HS-001 002

HEAD INJURIES
THE FUTURE OF SEAT BELTS
HS-014 604

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 609

HEAD MOVEMENT
THE FUTURE OF SEAT BELTS
HS-014 604

HEAD ON COLLISIONS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 614

HEAD ON IMPACT TESTS
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCIAL OVERSIGHT
HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY
ACT OF 1966, MARCH 24, 1974
HS-014 649

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS.
SUMMARY. FINAL REPORT
HS-001 080

HEADLAMP AIM CORRECTING DEVICES
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

HEADLAMP AIMING
OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED BEAM HEADLIGHTS
HS-014 643

INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

HEADLAMP BEAM USAGE
INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP
SYSTEM
HS-014 646

HEADLAMP BRIGHTNESS
DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

HEADLAMP DAYTIME USAGE
DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

HEADLAMP DESIGN
OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED BEAM HEADLIGHTS
HS-014 643

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP
SYSTEM
HS-014 646

HEADLAMP DIMMER SWITCHES
INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP
SYSTEM
HS-014 646

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

HEADLAMP GLARE
HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED BEAM HEADLIGHTS

SYSTEM
HS-014 646

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

HEADLAMP STANDARDS
THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

HEADLAMP TESTS
THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

HEADLAMP USAGE
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

VEHICLE LIGHTING
HS-001 106

HEADLAMP WASHERS
DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT
FILM. FINAL REPORT
HS-001 138

HEADLAMPS
FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT
FILM. FINAL REPORT
HS-001 138

HEALTH HAZARDS
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS
WORKING FLUIDS. FINAL REPORT
HS-014 697

HEART RATE
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN
INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
ON MOTORWAYS
HS-014 686

HEAT CONTROL VALVES
EMISSION CONTROL SERIES: PT. 4, VOLKSWAGEN
HS-014 624

EMISSION CONTROL SERIES: PT. 2, AMC
HS-014 626

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION
HS-014 627

HEAT EXCHANGERS
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS
WORKING FLUIDS. FINAL REPORT
HS-014 697

HEAT TRANSFER
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS
WORKING FLUIDS. FINAL REPORT
HS-014 697

HEAVY DUTY VEHICLES
AIR QUALITY MANUAL: VOL. 2, MOTOR VEHICLE EMISSION FACTORS
FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM
REPORT
HS-014 631

CUMMINS K-SERIES ENGINES
HS-014 654

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

TRUCK NOISE CONTROL
HS-014 698

HELMETS
PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

HIGH BEAMED HEADLAMPS
DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED BEAM HEADLIGHTS
HS-014 643

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP
SYSTEM
HS-014 646

FOR USE IN TOWNS
HS-014 683

HIGH SPEED
TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

HIGH TEMPERATURE
WET CLUTCH LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

TRANSMISSION ATF BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE
FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

HIGHWAY CHARACTERISTICS

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-601 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

HIGHWAY CONSTRUCTION
AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON
HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN,
CONSTRUCTION, AND MAINTENANCE
HS-801 157

HIGHWAY DESIGN
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON
HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

RURAL TRAFFIC ACCIDENTS
HS-014 680

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

NORMAL DRIVING BEHAVIOUR AT MOTORWAY INTERCHANGES
HS-014 687

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN,
CONSTRUCTION, AND MAINTENANCE
HS-801 157

HIGHWAY ENGINEERING
AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON
HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

HIGHWAY ENVIRONMENTAL IMPACT
AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON
THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS
FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM
REPORT
HS-014 631

HS-014 637

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

HIGHWAY IMPROVEMENTS

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

HIGHWAY LIGHTING

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS
HS-014 617

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 638

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS
HS-014 638

HIGHWAY LIGHTING STANDARDS

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 670

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 638

HIGHWAY LOCATION

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT
HS-014 630

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

HIGHWAY MAINTENANCE

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-801 157

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

HIGHWAY MANAGEMENT

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

HIGHWAY PLANNING

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

HIGHWAY SAFETY PROGRAM MANUAL

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-801 157

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

HS-801 149

HIGHWAY SAFETY STANDARDS

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-801 141

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-801 157

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT
HS-801 169

HIGHWAY SIGNS

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

HITCHES

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

HOLIDAYS

THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

HORSEPOWER

CUMMINS K-SERIES ENGINES
HS-014 654

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

HUMAN BODY KINETICS

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

HUMAN BODY SEGMENT PARAMETERS

LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

HUMAN FACTORS

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL REPORT 1972
HS-801 142

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

HUMAN FACTORS ENGINEERING

LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP SYSTEM
HS-014 646

A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

HYBRID COMPUTERS

SIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS
HS-014 603

HYBRID VEHICLES

ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

HYDRAULIC BUMPERS

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

HYDRAULIC EQUIPMENT

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

HYDROCARBONS

EMISSION CONTROL SERIES: PT. 3. CHRYSLER CORPORATION
HS-014 627

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM

HYSERFESTS
SUSPENSION GEOMETRY
HS-014 596

IGNITION LOCKS
URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

IGNITION RESTRAINT SYSTEM INTERLOCKS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

IGNITION SEAT BELT INTERLOCKS
WHY I'M FOR RUCKLE-UP LAWS
HS-014 619

THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

IGNITION TIMING
NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

IMPACT ANGLE
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966. MARCH 28, 1974
HS-014 644

BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE CURVATURE. FINAL REPORT
HS-801 002

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS, SUMMARY. FINAL REPORT
HS-801 040

IMPACT ATTENUATORS
BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE CURVATURE. FINAL REPORT
HS-801 002

IMPACT FORCES
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966, MARCH 28, 1974
HS-014 648

THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE CURVATURE. FINAL REPORT
HS-801 002

IMPACT HAZARDS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

IMPACT PROTECTION
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

STFEL CABLE RUMPER DECELERATOR
HS-014 671

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 RUMPER SYSTEMS
HS-014 672

IMPACT SLEDS
CRASH TEST DEVICE DEVELOPMENT: REPAIRABLE PETE. APPENDIX A. HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA. FINAL REPORT
HS-014 638

LINEAR IMPACT SLED FOR AUTOMOTIVE RUMPER TESTING
HS-014 673

IMPACT TESTS
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

CRASH TEST DEVICE DEVELOPMENT: REPAIRABLE PETE. APPENDIX A. HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA. FINAL REPORT
HS-014 638

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA) USED IN A FLEET TEST PROGRAM
HS-014 662

STFEL CABLE RUMPER DECELERATOR
HS-014 671

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 RUMPER SYSTEMS
HS-014 672

DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

IMPACT VELOCITY
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966, MARCH 28, 1974
HS-014 648

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY, VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

SAFER CARS BY 1977
HS-014 681

INJURY TO PEDESTRIANS
HS-014 692

IMPEDIMENT
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

IMPLIED CONSENT LAWS
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

INDIANA
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

INDUSTRIAL AIR POLLUTION
AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

INERTIA DYNAMOMETERS
DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD. INTERIM REPORT
HS-801 133

INFORMATION RETRIEVAL
THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT
HS-801 169

INFORMATION SYSTEMS
THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT
HS-801 169

INFRARED ANALYZERS
ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

INJURIES
TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2, NO. 3

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

INJURIES BY AGE
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

INJURIES BY VEHICLE MODEL
CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611

INJURY CASE REPORTS
TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-601 778

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-601 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-601 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-601 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-601 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-601 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-601 984

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

INJURY CAUSES
INJURY TO PEDESTRIANS
HS-014 692

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.

INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 10
HS-601 654

HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

INJURY CLASSIFICATION

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

INJURY FACTORS

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 8
HS-601 044

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 10
HS-601 136

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 3
HS-601 764

INJURY PREDICTION
DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

INJURY PREVENTION
WHY I'M FOR BUCKLE-UP LAWS
HS-014 619

A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT
SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT
AIRCRAFT
HS-014 661

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA)
USED IN A FLEET TEST PROGRAM
HS-014 662

THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

INJURY TO PEDESTRIANS
HS-014 692

INJURY RATES
CRASH/INJURY-FJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

INJURY RESEARCH
CRASH TEST DEVICE DEVELOPMENT: REPEATABLE PETE. APPENDIX A.
HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA.
FINAL REPORT
HS-014 638

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE
CURVATURE. FINAL REPORT
HS-801 002

INJURY SEVERITY
CRASH/INJURY-FJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611

RURAL TRAFFIC ACCIDENTS
HS-014 680

INJURIES FROM GLASS IN MOTOR VEHICLES

NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL.

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

INJURY SEVERITY INDEX
BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE
CURVATURE. FINAL REPORT
HS-801 002

INJURY STATISTICS
PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

INSPECTION EQUIPMENT
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

INSPECTION LANES
THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION
PROGRAM
HS-014 615

INSPECTION PROCEDURES
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING
SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

INSTRUCTION MATERIALS
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR
CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

INSTRUCTOR TRAINING
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR
CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

INSTRUCTORS
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR
CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

INSTRUMENTED VEHICLES
TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

INSULATION
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

INSURANCE CLAIMS
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

INSURANCE COSTS
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

INTAKE MANIFOLDS
NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

INTAKE SYSTEMS
TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE
FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

INTERCHANGES
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

INTERNATIONAL COMPACTS
LEGISLATION AND THE DIESEL ENGINE
HS-014 602

INTERNATIONAL FACTORS
STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD.
INTERIM REPORT
HS-801 133

INTERSECTIONS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

INTERVIEWS
FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE
OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

INTRACRANIAL PRESSURE
BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE
CURVATURE. FINAL REPORT
HS-801 002

INVENTORIES
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING
SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

ISOCANDELA PLOTS
OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED BEAM HEADLIGHTS
HS-014 643

ISOCANDELA PLOTS
HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

JAPAN
LEGISLATION AND THE DIESEL ENGINE
HS-014 602

JAPANESE VEHICLES
THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

JOINTS
EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

KNEE RESTRAINTS
DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA)
USED IN A FLEET TEST PROGRAM
HS-014 662

LABORATORY TESTS
CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES
HS-014 653

AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY
THE SAFETY AIR CUSHION
HS-014 660

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER
WEAR
HS-014 666

AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICTION
HS-014 667

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE
FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

LAMINATED GLASS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

LAMINATED GLASS CAUSED INJURIES
INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

LANE CHANGING
NORMAL DRIVING BEHAVIOR AT MOTORWAY INTERCHANGES
HS-014 687

LANE USAGE
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON
CURVES. FINAL REPORT
HS-014 612

LANE WIDTH
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON
CURVES. FINAL REPORT
HS-014 612

LASERS
AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS
TO LOW SPEED VEHICLES

TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

LAW ENFORCEMENT
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

LAW ENFORCEMENT EFFECT ON ACCIDENT RATES
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 112

LAW UNIFORMITY
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

LEG IMPACT AREAS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 648

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

INJURY TO PEDESTRIANS
HS-014 692

LFG INJURIES
PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

LEGAL FACTORS
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 112

LIGHTING EQUIPMENT
VEHICLE LIGHTING
HS-801 106

LIGHTING INSPECTION
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

LIMIT ANALYSIS
MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

LOADING (MECHANICAL)
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

LOADS (FORCES)
TURBOCHARGING THE PETROL ENGINE
HS-014 623

ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER
WEAR
HS-014 666

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

LOCAL GOVERNMENT
HIGHWAY SAFETY PROGRAM MANUAL: VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-801 157

HIGHWAY SAFETY PROGRAM MANUAL: VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

LOSS OF CONTROL
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

LOW BEAMED HEADLAMPS
DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN SEALED BEAM HEADLIGHTS
HS-014 643

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP SYSTEM
HS-014 646

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS
HS-014 683

LOW EMISSION ENGINES
ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES. PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT
HS-014 696

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

LOW EMISSION VEHICLES
ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES. PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT
HS-014 696

LOW SPEED IMPACT TESTS
CRASH TEST DEVICE DEVELOPMENT; REPEATABLE PETE. APPENDIX A. HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA. FINAL REPORT
HS-014 638

STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966. MARCH 28, 1974
HS-014 648

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

LUBRICANT ADDITIVES
WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

LUBRICANTS
WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

LUBRICATING OILS
STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

LUBRICATION SYSTEMS
NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

MAGNETIC PROPERTIES
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

MAINTAINABILITY
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

MALES
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

MANAGEMENT
HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

MANPOWER UTILIZATION
HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

MANUALS
EMISSION CONTROL: FIRST, THE BASICS, PT. 1
HS-014 625

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT
HS-014 630

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 633

AIR QUALITY MANUAL: VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT HS-014 634

AIR QUALITY MANUAL: VOL. 6. ANALYSTS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT HS-014 635

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 636

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT HS-014 637

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL REPORT HS-801 124

MANUFACTURERS LIABILITY
THE FORD LOWFAR CONTROL ARM SAFETY DEFECT CASE HS-014 693

MARIJUANA
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS. TECHNICAL REPORT HS-801 144

MARINE ENGINES
DETROIT DIESEL ALLISON'S SERIES 92 ENGINES HS-014 655

MARITAL STATUS
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS. TECHNICAL REPORT HS-801 144

MARKOV PROCESSES
A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY HS-014 695

MATERIALS
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING HS-014 621

MATERIALS TESTS
CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES HS-014 653

WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS HS-014 668

MATHEMATICAL ANALYSIS
SUSPENSION GEOMETRY HS-014 596

SIMULATED ROAD TESTING HS-014 598

TRACTION V. STABILITY IN PASSENGER CARS HS-014 599

TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS HS-014 600

HIGH MORTALITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3 HS-014 608

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT HS-014 612

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT HS-014 630

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 631

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 633

AIR QUALITY MANUAL: VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT HS-014 634

ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD HS-014 657

HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN CYCLE HS-014 701

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS HS-014 702

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS HS-014 703

INTERIM REPORT HS-801 133

MATHEMATICAL MODELS
SIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS HS-014 603

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY HS-014 628

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT HS-014 630

MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS HS-014 658

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE HS-014 659

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS HS-014 678

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS HS-014 703

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS HS-014 705

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS. SUMMARY. FINAL REPORT HS-801 080

MEASUREMENT
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING HS-014 621

SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT HS-014 622

MEASURING INSTRUMENTS
SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT HS-014 622

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL) HS-801 123

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL REPORT HS-801 124

MECHANICAL AIMERS
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS HS-014 647

HS-014 647

MECHANICAL PROPERTIES
TURBOCHARGING THE PETROL ENGINE HS-014 623

FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL BEFORE AND AFTER EXPOSURE TO SALT SPRAY HS-014 652

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES HS-014 655

MECHANICS (PHYSICS)
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING HS-014 621

MEDIAN BARRIERS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT HS-014 616

MEDIAN CROSSOVER COLLISIONS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT HS-014 616

MEDICAL FACTORS
AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT HS-014 637

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE HS-014 685

MERGING
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2 HS-014 684

NORMAL DRIVING BEHAVIOUR AT MOTORWAY INTERCHANGES HS-014 687

METEOROLOGICAL CONDITIONS

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT HS-014 633

FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

METEOROLOGY

ATP QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

MICHIGAN

THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION PROGRAM
HS-014 615

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

MTD REAMED HEADLAMPS

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP SYSTEM
HS-014 646

MILFAGE

THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

MORALITY INDEX

HIGH MORALITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

HIGH MORALITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

MODULATING VALVES

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

MONT

ATP QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

MOTIVATION RESEARCH

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICER'S DWI ARRESTS. FINAL REPORT
HS-001 151

MOTOR SKILLS

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-001 096

MOTORCYCLE OPERATOR EDUCATION

AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

MOTORCYCLE OPERATOR EXPERIENCE

AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

MOTORCYCLE OPERATOR INJURIES

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

MOTORCYCLE OPERATOR LICENSING

AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

MOTORCYCLE SAFETY

AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

MUFFLERS

AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY THE SAFETY AIR CUSHION
HS-014 660

MULTIDISCIPLINARY TEAMS

LIVE SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2, NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,

HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION, VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

MUSCULOSKELETAL SYSTEM
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

NERVOUS SYSTEM
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 094

NEUROPHYSIOLOGY
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 094

NIGHT DRIVING
ACCIDENTS: THEIR COST AND RELATION TO SURFACE
CHARACTERISTICS
HS-014 617

DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED BEAM HEADLIGHTS
HS-014 643

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP
SYSTEM
HS-014 646

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

NIGHT VISIBILITY
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

ACCIDENTS: THEIR COST AND RELATION TO SURFACE
CHARACTERISTICS
HS-014 617

DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALED BEAM HEADLIGHTS
HS-014 643

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

NIGHT VISION
THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS
FOR USE IN TOWNS
HS-014 683

NITROGEN OXIDES
EMISSION CONTROL SERIES: PT. 2. AMC
HS-014 626

EMISSION CONTROL SERIES: PT. 3. CHRYSLER CORPORATION
HS-014 627

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-014 696

EGR SYSTEMS AND THE ENERGY CRUNCH
HS-014 706

USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY
THE SAFETY AIR CUSHION
HS-014 660

TRUCK NOISE CONTROL
HS-014 698

NOISE SOURCES
LEGISLATION AND THE DIESEL ENGINE
HS-014 602

AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY
THE SAFETY AIR CUSHION
HS-014 660

TRUCK NOISE CONTROL
HS-014 698

NOISE STANDARDS
TRUCK NOISE CONTROL
HS-014 698

NOISE TOLERANCES
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT
SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT
AIRCRAFT
HS-014 661

TRUCK NOISE CONTROL
HS-014 698

OCCUPANT KINEMATICS
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT
SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT
AIRCRAFT
HS-014 661

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

OCCUPANT KINETICS
CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION, VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-601 142

OCCUPANT PROTECTION
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT
SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT
AIRCRAFT
HS-014 661

SAFER CARS BY 1977
HS-014 681

OCTANE REQUIREMENTS
TURBOCHARGING THE PETROL ENGINE
HS-014 623

ODOMETERS
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

OFF THE ROAD VEHICLES

RECOMMENDED PRACTICE FOR THE TIRE TMPH APPLICATION
HS-014 639

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

OFFTRACKING
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON
CURVES. FINAL REPORT
HS-014 612

ONCOMING VEHICLES
HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

ONTARIO (CANADA)
CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES
HS-014 653

OPERATIONS RESEARCH
THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT
HS-801 169

OPTICS
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

ORGANIC AIR POLLUTANTS
ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-014 696

OSCILLOGRAPHS
DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

OUT OF STATE DRIVERS
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

OVERHEAD CAMSHAFT ENGINES
NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

ALFA-SUD FLAT FOUR ENGINE
HS-014 650

OVERSTEER
TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

OXIDATION
DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE
FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

PARENTS
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

PARTS COSTS
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

PASSENGER COMPARTMENTS
EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY
THE SAFETY AIR CUSHION
HS-014 660

PASSENGER FATALITIES
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

PASSIVE RESTRAINT SYSTEMS
THE FUTURE OF SEAT BELTS
HS-014 606

A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT
SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT
AIRCRAFT
HS-014 661

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA)
USED IN A FLEET TEST PROGRAM
HS-014 662

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

PATROLLING
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS ON MOTORWAYS
HS-014 686

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 112

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

PAVEMENT FRICTION
ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS
HS-014 617

PAVEMENT MARKINGS
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

PAVEMENT SKID RESISTANCE
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-801 157

PAVEMENT SURFACE TEXTURE
ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS
HS-014 617

PEDESTRIAN ACCIDENTS
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

INJURY TO PEDESTRIANS
HS-014 692

PEDESTRIAN INJURIES
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

HS-014 691

INJURY TO PEDESTRIANS
HS-014 692

PEDESTRIAN INTOXICATION
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

PEDESTRIAN VEHICLE INTERFACE
SAFER CARS BY 1977
HS-014 681

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

PEDESTRIAN VISIBILITY
VEHICLE LIGHTING
HS-801 106

PENALTIES
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

PENDULUM TESTS
THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 PUMPER SYSTEMS
HS-014 672

LINEAR IMPACT SLED FOR AUTOMOTIVE IMPACT TESTING
HS-014 673

PERFORMANCE CHARACTERISTICS
SIMULATED ROAD TESTING
HS-014 598

TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS

REPORT
HS-801 124

PERFORMANCE TESTS
STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT
HS-014 622

AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS TO LOW SPEED VEHICLES
HS-014 640

CUMMINS K-SERIES ENGINES
HS-014 654

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA) USED IN A FLEET TEST PROGRAM
HS-014 662

A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER WEAR
HS-014 666

WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

STEEL CABLE BUMPER DECELERATOR
HS-014 671

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL REPORT
HS-801 124

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD. INTERIM REPORT
HS-801 133

PERMEABILITY
WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

PERSONNEL MANAGEMENT
HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

PHOTODETECTORS
AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS TO LOW SPEED VEHICLES
HS-014 640

PHOTOGRAMMETRY
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

PHOTOGRAPHY
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

PHYSICIANS AND HIGHWAY SAFETY
A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

PISTON ENGINES
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

PITCH
SUSPENSION GEOMETRY
HS-014 596

PITTING
STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES
HS-014 653

PLACEROS
A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

PLANETARY GEAR TRAINS
A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 1
HS-014 604

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 2
HS-014 605

PLASTIC FOAMS

PLASTIC STRAIN
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

PNEUMATIC RUMPFERS
THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 RUMPER SYSTEMS
HS-014 672

POINT SYSTEMS
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

POISSON DENSITY FUNCTIONS
A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY
HS-014 695

POLARIZED HEADLAMPS
OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN SEALED REAR HEADLIGHTS
HS-014 643

POLY IMPACT TESTS
FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS, SUMMARY, FINAL REPORT
HS-801 080

POLICE COOPERATION WITH OTHER AGENCIES
EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS, FINAL REPORT
HS-801 112

POLICE LAW ENFORCEMENT RESPONSIBILITIES
EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS, FINAL REPORT
HS-801 112

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICER'S DWI ARRESTS, FINAL REPORT
HS-801 151

POLICE MOTORIST CONTACTS
FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICER'S DWI ARRESTS, FINAL REPORT
HS-801 151

POLICE TRAFFIC SERVICES
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL, TRANSPORT SAFETY VOL. 2
HS-014 684

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS ON MOTORWAYS
HS-014 686

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS, FINAL REPORT
HS-801 112

POLICE TRAINING
FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICER'S DWI ARRESTS, FINAL REPORT
HS-801 151

POLICE VEHICLES
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

POSITIVE CRANKCASE VENTILATION
EMISSION CONTROL SERIES: PT. 4, VOLKSWAGEN
HS-014 624

EMISSION CONTROL: FIRST, THE BASICS, PT. 1
HS-014 625

EMISSION CONTROL SERIES: PT. 2, AMC
HS-014 626

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION
HS-014 627

POSTCRASH PHASE
MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 2, NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 1, NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 3, NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 3, NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 3, NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 1, NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 3, NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 3, NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 3, NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 1, NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 2, NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 2, NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 2, NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 2, NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 2, NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 2, NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 4, NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 5, NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES, LEVEL 3-A: INJURY CAUSATION, VOL. 3, NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES, VOL. 5, NO. 2
HS-601 762

INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

POWER OUTPUT
POWER FLOW AND TORQUE IN EPICYCLIC GEARING
HS-014 601

TURBOCHARGING THE PETROL ENGINE
HS-014 623

CUMMINS K-SERIES ENGINES
HS-014 654

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS
WORKING FLUIDS. FINAL REPORT
HS-014 697

POWER PLANT AIR POLLUTION
AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY
FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

POWER TRAINS
TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

PRECPASH PHASE
CAN 10 HOURS CAUSE ACCTDFNTS?
HS-014 610

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2,
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 8
HS-601 048

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3,
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

NO. 2.
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4,
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5,
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL
REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL
REPORT 1972
HS-801 142

PRESSURE RESPONSES
AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY
THE SAFETY AIR CUSHION
HS-014 660

PRESSURIZATION
AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY
THE SAFETY AIR CUSHION
HS-014 660

PRIORITIES
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

PROBLEM DRIVERS
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

PROGRAM EVALUATION
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR
CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION
PROGRAM
HS-014 615

REPORT
HS-801 112

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN,
CONSTRUCTION, AND MAINTENANCE
HS-801 157

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING
SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

PROPERTY DAMAGE

CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS
1970-1971
HS-014 611

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 5
HS-600 673

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 6
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 6
HS-600 977

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 9
HS-601 135

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 1
HS-601 187

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 2
HS-601 244

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 3
HS-601 291

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 5
HS-601 395

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 6
HS-601 447

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 9
HS-601 602

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4.
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 1
HS-601 705

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5.
NO. 2
HS-601 762

PROPERTY DAMAGE ACCIDENTS

AFGNA FOR THE SURCOMMITTEE ON DRIVERS
HS-014 645

PROTOTYPES

STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

STIMULATED ROAD TESTING
HS-014 598

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-014 696

AIRCRAFT
HS-014 661

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN
FATAL ACCIDENTS, TECHNICAL REPORT
HS-801 144

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE
OFFICER'S DWI ARRESTS. FINAL REPORT
HS-801 151

PUBLIC INFORMATION PROGRAMS

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL
REPORT
HS-801 112

ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 K
PERSONNEL. FINAL REPORT
HS-801 149

PUBLIC OPINION

THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION
PROGRAM
HS-014 615

WHY I'M FOR BUCKLE-UP LAWS
HS-014 619

THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

QUALITY CONTROL

THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

QUESTIONNAIRES

AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR
CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP
SYSTEM
HS-014 646

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

VEHICLE DISABILITY STUDY--PILOT PROGRAM. VOL. 3: DATA
PROCESSING GUIDE. FINAL REPORT
HS-801 103

VEHICLE DISABILITY STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-801 104

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FIN
REPORT 1972
HS-801 141

ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 K
PERSONNEL. FINAL REPORT
HS-801 149

RADIAL TIRES

THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

RADIATION

USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

RADIOGRAPHY

LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

RAILROAD GRADE CROSSINGS

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN,
CONSTRUCTION, AND MAINTENANCE
HS-801 157

RAMP CONTROL

WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

RAMP CONTROL SIGNALS

WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

RAMPS

NORMAL DRIVING BEHAVIOUR AT MOTORWAY INTERCHANGES
HS-014 687

RANDOM FUNCTIONS

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY
VEHICLES ON A HIGHWAY
HS-014 695

RANKINE CYCLE ENGINE FLUIDS

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS

RANKING CYCLE ENGINES.
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

REAR BUMPERS
THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

REAR END IMPACT TESTS
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966, MARCH 28, 1974
HS-014 648

REBOUND
THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

REDUCED VISIBILITY
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL, TRANSPORT SAFETY. VOL. 1
HS-014 679

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

FOMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT FILM. FINAL REPORT
HS-801 138

REFLECTORIZED LICENSE PLATES
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

REFRIGERATORS
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

REGULATION ENFORCEMENT
THE FORD LOWF CONTROL APM SAFETY DEFECT CASE
HS-014 693

REINFORCEMENT (STRUCTURES)
CORROSION OF HSLA AND MILD STEELS beneath VEHICLES
HS-014 653

RELIABILITY
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

CUMMINS K-SERIES ENGINES
HS-014 654

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL REPORT
HS-801 124

REPAIRING
THE MICHIGAN TOTAL SUBSTITUTE MOTOR VEHICLE INSPECTION PROGRAM
HS-014 615

RESEARCH METHODS
EMISSIONS AND NOISE
HS-014 594

SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT
HS-014 622

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT
HS-801 169

RESONANT FREQUENCY
TIRE ROUGHNESS--WHICH TYPE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

REST PAUSES
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

HS-014 663

RESTRAINT SYSTEM EFFECTIVENESS
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA) USED IN A FLEET TEST PROGRAM
HS-014 662

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-801 141

RESTRAINT SYSTEM TESTS
CRASH TEST DEVICE DEVELOPMENT: REPEATABLE PETE. APPENDIX A. HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA. FINAL REPORT
HS-014 638

A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

RESTRAINT SYSTEM USAGE
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL REPORT 1972
HS-801 142

REVIEWS
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

VEHICLE LIGHTING
HS-801 106

MOTOR VEHICLE EMISSIONS: A BIBLIOGRAPHY WITH ABSTRACTS
HS-801 136

RICARDO AND CO. ENGINEERS LTD.
EMISSIONS AND NOISE
HS-014 594

RISK TAKING
PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

ROAD CURVES
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN SEALED BEAM HEADLIGHTS
HS-014 643

ROAD PROFILES
SIMULATED ROAD TESTING
HS-014 598

ROAD SURFACES
ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS
HS-014 617

ROAD TESTS
SIMULATED ROAD TESTING
HS-014 598

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

CORROSION OF HSLA AND MILD STEELS beneath VEHICLES
HS-014 653

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

ROAD WIDTH
HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

ROADSIDE HAZARDS
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-801 157

ROLL
SUSPENSION GEOMETRY
HS-014 596

ROLLING CONTACTS
MEAN CONTACTING STRENGTH OF CLOSED HAT SECTION MEMBERS

ROLLOVER TESTS
DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

ROTARY ENGINES
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

ROTARY PISTON ENGINES
DEXRON-II AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 649

RUBBER BUMPERS
LINEAR IMPACT SLED FOR AUTOMOTIVE RUMPER TESTING
HS-014 673

RURAL ACCIDENTS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

RURAL HIGHWAYS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

RURAL TRAFFIC FLOW
AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTRIM REPORT
HS-014 632

RUSTPROOFING
DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL GALVANIZED SHEET PRODUCTS
HS-014 651

SACRAMENTO
EVALUATION OF SENSITIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 112

SAFETY DESIGN
DESIGN AND DURABILITY: PERSUASION OR REGULATION?
HS-014 674

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

SAFER CARS BY 1977
HS-014 681

INJURY TO PEDESTRIANS
HS-014 692

SAFETY EDUCATION
ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 KEY PERSONNEL. FINAL REPORT
HS-801 149

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-801 157

SAFETY ENGINEERING
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 671

SALT
FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

SAMPLING
THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION PROGRAM
HS-014 615

SAN FRANCISCO
VEHICLE DISABILITY STUDY--PILOT PROGRAM. VOL. 3: DATA PROCESSING GUIDE. FINAL REPORT
HS-801 103

VEHICLE DISABILITY STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT
HS-801 104

SCHOOL BUS ACCIDENTS
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

SCHOOL BUS DESIGN
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

SCHOOL BUS DRIVERS
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

SCHOOL BUS OVERTAKING
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

SCHOOL BUS PASSENGERS
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

SCHOOL BUS SAFETY
MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

SCRAP
DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL GALVANIZED SHEET PRODUCTS
HS-014 651

SEALED BEAM HEADLAMPS
OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN SEALED BEAM HEADLIGHTS
HS-014 643

SEAT BELT ASSEMBLIES
THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

SEAT BELT ASSEMBLY ANCHORAGES
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

SEAT BELT DESIGN
THE FUTURE OF SEAT BELTS
HS-014 606

INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT SYSTEMS
HS-014 664

SAFER CARS BY 1977
HS-014 681

SEAT BELT EFFECTIVENESS
THE FUTURE OF SEAT BELTS
HS-014 606

WHY I'M FOR RUCKLE-UP LAWS
HS-014 619

RURAL TRAFFIC ACCIDENTS
HS-014 680

SEAT BELT FASTENING WARNING SYSTEMS
THE FUTURE OF SEAT BELTS
HS-014 606

INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT SYSTEMS
HS-014 664

URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

SEAT BELT LEGAL FACTORS
WHY I'M FOR RUCKLE-UP LAWS
HS-014 619

SEAT BELT LOADING
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

SEAT BELT REELS
THE FUTURE OF SEAT BELTS
HS-014 606

THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

SEAT BELT TIGHTENERS
THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

SEAT BELT USAGE
CRASH/INJURY-EJECTION STUDY. COMMERCIAL VEHICLE ACCIDENTS 1970-1971
HS-014 611

INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT SYSTEMS
HS-014 664

URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

SEAT BELT USAGE LAWS
THE FUTURE OF SEAT BELTS
HS-014 606

WHY I'M FOR RUCKLE-UP LAWS
HS-014 619

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

SEAT POSITIONING
EVALUATION OF THE ANTHROPOMORPHIC COMPLIANCE TOOL. FINAL REPORT
HS-801 124

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM
EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 112

SENSORS
SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT
HS-014 622

THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

SERVICE LIFE
TRANSMISSION ATF BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

SERVICE NEEDS
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

SERVICE STATIONS
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

SERVICEABILITY
ALFA-ROMEO FLAT FOUR ENGINES
HS-014 650

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

SEX FACTORS
A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

SHED METAL
DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL GALVANIZED SHEET PRODUCTS
HS-014 651

SHOULDER HARNESS USAGE
UPRAN ARPA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

SHOULDER HARNESSES
THE FUTURE OF SAFETY BELTS
HS-014 606

DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA) USED IN A FLEET TEST PROGRAM
HS-014 662

SIDE IMPACT TESTS
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966, MARCH 28, 1974
HS-014 644

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS. SUMMARY, FINAL REPORT
HS-801 080

SIGHT DISTANCES
HIGH RAIL INTENSITY AND OBSTACLE VISIBILITY
HS-014 647

SIGN EFFECTIVENESS
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

SIGN MAINTENANCE
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

SIGNAL COLORS.
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

SIGNAL CONDITIONERS
SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT
HS-014 622

SIGNAL MAINTENANCE
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 159

SILENCERS
AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY THE SAFETY AIR CUSHION
HS-014 660

HS-014 598

SIMULATION MODELS
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

SITTING (RODY POSITION)
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

SKID CONTROL
ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS
HS-014 617

SKID RESISTANCE
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

SKULL FRACTURES
BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE CURVATURE. FINAL REPORT
HS-801 002

SLEEP DEPRIVATION
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

SLUSH
DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

SMOKE
CUMMINS K-SERIES ENGINES
HS-014 654

SOIL MECHANICS
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

SOUND INTENSITY
AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY THE SAFETY AIR CUSHION
HS-014 660

SPARK IGNITION ENGINES
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

EMISSION CONTROL: FIRST, THE BASICS, PT. 1
HS-014 625

SPARK TIMING
EMISSION CONTROL: FIRST, THE BASICS, PT. 1
HS-014 625

EMISSION CONTROL SERIES: PT. 2, AMC
HS-014 626

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION
HS-014 627

EGR SYSTEMS AND THE ENERGY CRUNCH
HS-014 706

SPECTRAL ANALYSIS
SIMULATED ROAD TESTING
HS-014 598

SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT
HS-014 622

SPEED
AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

AIR QUALITY MANUAL: VOL. 8. SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY. FINAL REPORT
HS-014 637

ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

SPEED PATTERNS
OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN SEALED BEAM HEADLIGHTS
HS-014 643

SPEED STUDIES
AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

SPINE
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

STANDARDIZATION
CUMMINS K-SERIES ENGINES
HS-014 654

A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

A VEHICLE DEFORMATION INDEX
HS-014 690

STANDING (BODY POSITION)
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

STATE ACTION
THE MICHIGAN TOTAL SUBSTITUTE MOTOR VEHICLE INSPECTION PROGRAM
HS-014 615

WHY I'M FOR RUCKLE-UP LAWS
HS-014 619

THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-801 157

STATE GOVERNMENT
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

STATE LAWS
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

STATE OF THE ART STUDIES
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

STATE PLANNING
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-801 157

STATIC LOADS
MFAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS
HS-014 702

STATIC TESTS
MFAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

STATION WAGONS
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

STATISTICAL ANALYSIS
THE EFFECT OF TIRES CONSTRUCTION ON FUEL ECONOMY
HS-014 677

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY
HS-014 695

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 112

STATISTICS
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

UPPER AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

VEHICLE DISARLMENT STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT
HS-801 104

STEEL BELTED TIRES
THE EFFECT OF TIRES CONSTRUCTION ON FUEL ECONOMY
HS-014 677

STEEL WTRF
STEEL CARB PUMPER DEFLATOR
HS-014 671

STEELS

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER WEAR
HS-014 666

STEERING
SUSPENSION GEOMETRY
HS-014 596

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

STEERING WHEEL IMPACT TESTS
CRASH TEST DEVICE DEVELOPMENT: REPEATABLE PETE. APPENDIX A. HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA. FINAL REPORT
HS-014 638

STIFFNESS
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

STIRLING ENGINES
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

STOLEN VEHICLES
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

STRATIFIED CHARGE ENGINES
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

STREET LIGHTING
THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS
HS-014 683

STRENGTH (MECHANICS)
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

STRESS ANALYSIS
ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS
HS-014 702

STRESS (MECHANICS)
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

STRESS (PHYSIOLOGY)
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
HS-014 686

STRESS (PSYCHOLOGY)
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

STRUCTURAL ANALYSIS
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

AN INTRODUCTION TO STRUCTURAL ANALYSIS
HS-014 699

AUTOMOTIVE USE OF FINITE ELEMENT METHODS--INTRODUCTION AND OVERVIEW
HS-014 700

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS
HS-014 702

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

STRUCTURAL DEFORMATION ANALYSTS
LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

STRUCTURAL DESIGN
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

STRUCTURAL DYNAMICS
RECOMMENDED PRACTICE FOR THE TTFP TMPL APPLICATION
HS-014 639

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

STUDENT DRIVERS
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHMEE--AN INTERIM REPORT
HS-014 614

SUICIDE ATTEMPTS
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS, TECHNICAL REPORT
HS-001 144

SURFACE ROUGHNESS
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER
WFR
HS-014 666

SURFACE TREATMENT
ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS
HS-014 617

DEFINITELY COATED AND OTHER EFFECTIVE, ECONOMICAL GALVANIZED SHEET PRODUCTS
HS-014 651

SURVEYS
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHMEE--AN INTERIM REPORT
HS-014 614

SUSPENSION SYSTEM DESIGN
SUSPENSION GEOMETRY
HS-014 596

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

SWELLING
WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

SYNTHESIS
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-001 094

SYSTEMS ANALYSIS
AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

EFFECTS OF FLEXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS SYSTEMS DIRECTORY PROJECT. FINAL REPORT
HS-001 169

SYSTEMS ENGINEERING
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

TAXICABS
TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

INJURY TO PEDESTRIANS
HS-014 692

TEMPERATURE ENDURANCE TESTS
LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

TEMPERATURE INVERSIONS
AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT

SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

TEMPERED GLASS CAUSED INJURIES
INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

TEMPORARY DRIVER LICENSES
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

TENSILE STRENGTH
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

TEST EQUIPMENT
STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT
HS-014 622

CRASH TEST DEVICE DEVELOPMENT; REPEATABLE PETE. APPENDIX A. HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA. FINAL REPORT
HS-014 638

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT FILM. FINAL REPORT
HS-001 138

TEST FACILITIES
EMISSIONS AND NOISE
HS-014 594

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-001 123

TEST REPRODUCIBILITY
CRASH TEST DEVICE DEVELOPMENT; REPEATABLE PETE. APPENDIX A. HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA. FINAL REPORT
HS-014 638

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

TEST VOLUNTEERS
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

TEXAS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

THERMAL DEGRADATION
TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

THERMAL EFFICIENCY
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

THERMAL FACTORS
USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

TURBOCHARGING THE PETROL ENGINE
HS-014 623

EMISSION CONTROL: FIRST, THE BASICS. PT. 1
HS-014 625

EMISSION CONTROL SERIES: PT. 3, CHRYSLER CORPORATION
HS-014 627

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT
HS-014 630

AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICTION
HS-014 667

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

LINEAR IMPACT SLED FOR AUTOMOTIVE BUMPER TESTING
HS-014 673

DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD. INTERIM REPORT
HS-001 133

ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM

PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL REPORT
HS-014 696

TERMAL STRESSES
RECOMMENDED PRACTICE FOR THE THF THPH APPLICATION
HS-014 639

TERMODYNAMICS
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

TERMOSTATICALLY CONTROLLED SWITCHES
EMISSION CONTROL SERIES: PT. 4. VOLKSWAGEN
HS-014 624

THREE BRAKED HEADLAMPS
INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP SYSTEM
HS-014 646

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS
HS-014 683

THREE POINT RESTRAINT SYSTEMS
DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA) USED IN A FLEET TEST PROGRAM
HS-014 662

THROTTLE VALVES
EMISSION CONTROL SERIES: PT. 4. VOLKSWAGEN
HS-014 624

THRUST WASHERS
A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER WEAR
HS-014 666

TIME FACTORS
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

THE 1974 TOYOTA RFLT INTERLOCK SYSTEM
HS-014 663

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS ON MOTORWAYS
HS-014 686

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY
HS-014 695

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS
HS-014 702

TIME OF ACCIDENTS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS
HS-014 683

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 9
HS-600 984

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1. NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3. NO. 3
HS-601 764

TIME OF DAY
AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENT FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

TIRE CORD TESTS
THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

TIRE DEFECTS
ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

TIRE DEFLECTION
RECOMMENDED PRACTICE FOR THE TIRE TMPH APPLICATION
HS-014 639

ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

TIRE DESIGN
RECOMMENDED PRACTICE FOR THE TIRE TMPH APPLICATION
HS-014 639

THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

TIRE FORCES
ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

TIRE INFLATION PRESSURE
ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

TIRE LOADS
RECOMMENDED PRACTICE FOR THE TIRE TMPH APPLICATION
HS-014 639

ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

TIRE NOISE
TRUCK NOISE CONTROL
HS-014 698

TIRE PAVEMENT INTERFACE
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

TIRE PERFORMANCE
TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

TIRE PROPERTIES
THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

TIRE QUALITY
TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

TIRE RESEARCH
RECOMMENDED PRACTICE FOR THE TIRE TMPH APPLICATION
HS-014 639

TIRE RIDING CHARACTERISTICS
TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

TIRE ROAD CONDITIONS
ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS
HS-014 617

TIRE ROAD CONTACT FORCES
SUSPENSION GEOMETRY

TIRE TEMPERATURE TESTS

ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

TIRE TESTS

RECOMMENDED PRACTICE FOR THE TIRE TMPH APPLICATION
HS-014 639

TIRE TREAD SEPARATION

ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-820 206

TIRE UNIFORMITY

TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

TIRE VIBRATION

TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

TOLERANCES (MECHANICS)

EVALUATION OF THE ANTHROPOMETRIC COMPLIANCE TOOL. FINAL REPORT
HS-801 124

TOPOGRAPHICAL FACTORS

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES. INTERIM REPORT
HS-014 630

TORQUE

POWER FLOW AND TORQUE IN EPICYCLIC GEARING
HS-014 601

TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

TORQUE CONVERTERS

TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

TORSION

ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS
HS-014 703

TOWING

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

TOXICITY

STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

TOXICOLOGY

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-801 141

TOYOTA MOTOR CO. LTD. (JAPAN)

THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

TRACKED VEHICLES

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

TRACKING

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

TRACTION

TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

TRACTOR SEMITRAILERS

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

TRACTOR TRAILERS

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

TRAFFIC CONTROL DEVICES

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICERS DWI ARRESTS. FINAL REPORT
HS-801 151

TRAFFIC DENSITY

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

TRAFFIC ENGINEERING

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 112

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

TRAFFIC FLOW

NORMAL DRIVING BEHAVIOR AT MOTORWAY INTERCHANGES
HS-014 687

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY
HS-014 695

TRAFFIC GENERATION

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

TRAFFIC IMPEDIMENTS

AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS TO LOW SPEED VEHICLES
HS-014 640

TRAFFIC LANES

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

TRAFFIC LAW ENFORCEMENT

THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-801 112

FACTORS INFLUENCING ALCOHOL SAFETY ACTION PROJECT POLICE OFFICERS DWI ARRESTS. FINAL REPORT
HS-801 151

TRAFFIC LAW VIOLATORS

ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 096

TRAFFIC LAWS

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 620

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

TRAFFIC RESEARCH

ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 KEY PERSONNEL. FINAL REPORT
HS-801 149

TRAFFIC SIGNAL BRIGHTNESS

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS
HS-014 683

TRAFFIC SIGNALS

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

TRAFFIC SIGNS

HIGHWAY SAFETY PROGRAM MANUAL. VOL. 13: TRAFFIC ENGINEERING SERVICES (TRAFFIC CONTROL DEVICES)
HS-801 158

TRAFFIC SURVEILLANCE

WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

TRAFFIC VOLUME

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

TRAILERS

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3.
HS-014 609

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

TRAINING FACILITIES

AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

TRANQUILIZERS

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

TRANSDUCERS

SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND MEASUREMENT
HS-014 622

TRANSMISSION DESIGN

POWER FLOW AND TORQUE IN EPICYCLIC GEARING
HS-014 601

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 1
HS-014 604

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 2
HS-014 605

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER WEAR
HS-014 666

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

TRANSMISSION FLUIDS

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER WEAR
HS-014 666

AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICTION
HS-014 667

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

TRANSMISSION TESTS

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

TRANSPORTATION NETWORKS

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

TRI-LEVEL ACCIDENT INVESTIGATION

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1, NO. 11
HS-601 137

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 6
HS-601 492

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 7
HS-601 709

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 8
HS-601 768

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 9
HS-601 764

TRIP LENGTH
INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT SYSTEMS
HS-014 664

TRUCK BRAKES
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

TRUCK DRIVER PERFORMANCE
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

TRUCK SAFETY STANDARDS
A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

TUNEFUP
FAR SYSTEMS AND THE ENERGY CRUNCH
HS-014 706

TURBOCHARGERS
TURBOCHARGING THE PETROL ENGINE
HS-014 623

TURBOCHARGING
TURBOCHARGING THE PETROL ENGINE
HS-014 623

CHMMING K-SERIES ENGINES
HS-014 654

TURNING
TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

TURNING RADIUS
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

TWO LANE ROADS
HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

TWO STROKE CYCLE ENGINES
DETROIT DIESEL ALISON'S SERIES 92 ENGINES
HS-014 655

UNDERFIRE OVERPRED COLLISIONS
DESIGN AND DAMAGEABILITY: PERSUASION OR REGULATION?
HS-014 674

UNDERPREDSTFER
TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

UNIFORM VEHICLE CODE
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

UNITED STATES

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

URBAN ACCIDENTS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

URBAN AREAS
THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS
HS-014 683

EVALUATION OF SELECTIVE TRAFFIC ENFORCEMENT PROGRAMS. FINAL REPORT
HS-R01 112

URBAN HIGHWAYS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

URBAN PLANNING
HIGHWAY SAFETY PROGRAM MANUAL. VOL. 12: HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE
HS-R01 157

URBAN TRAFFIC FLOW
AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

AIR QUALITY MANUAL: VOL. 3. TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 632

VACUUM OPERATED EQUIPMENT
EMISSION CONTROL SERIES: PT. 4. VOLKSWAGEN
HS-014 624

VALIDATION
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

VALVE TIMING
ALFA-SUD FLAT FOUR ENGINE
HS-014 650

VARIANCE ANALYSIS
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

VEHICLE ACCIDENTS
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT
HS-R01 141

VEHICLE AGE
AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

A FLEET OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2, NO. 5
HS-600 673

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 6
HS-600 977

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3, NO. 9
HS-601 095

NO. 1
HS-601 197

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4+
NO. 2
HS-601 244

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4+
NO. 3
HS-601 291

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4+
NO. 4
HS-601 343

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4+
NO. 5
HS-601 395

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4+
NO. 6
HS-601 447

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4+
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4+
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4+
NO. 9
HS-601 602

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 4+
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5+
NO. 1
HS-601 705

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 5+
NO. 2
HS-601 762

VEHICLE DISPLACEMENT STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-601 104

VEHICLE AIR POLLUTION
EMISSIONS AND NOISE
HS-601 594

ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-601 597

LEGISLATION AND THE DIESEL ENGINE
HS-601 602

TURBOCHARGING THE PETROL ENGINE
HS-601 623

AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON
THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-601 630

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS
FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM
REPORT
HS-601 631

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO
ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-601 633

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM
REPORT
HS-601 634

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY
FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-601 635

AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND
REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-601 636

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY
VEHICLES ON A HIGHWAY
HS-601 695

ALDEHYDE AND REACTIVE ORGANIC EMISSIONS FROM MOTOR VEHICLES.
PT. 1--ADVANCED AUTOMOTIVE CONTROL SYSTEMS VEHICLES. FINAL
REPORT
HS-601 696

MOTOR VEHICLE EMISSIONS: A BRIEFLY WITH ABSTRACTS
HS-601 136

VEHICLE ATTITUDES
SUSPENSION GEOMETRY
HS-601 596

VEHICLE COLLISIONS
THE ROAD ACCIDENT RESEARCH PROJECT TO THE
EUROPEAN COUNCIL--TRANSPORT SAFETY VOL. 3

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

VEHICLE CHARACTERISTICS
MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-
TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 3
HS-600 778

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 5
HS-600 980

HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 7
HS-600 982

HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 9
HS-600 984

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 1, NO. 10
HS-601 136

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 1
HS-601 218

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 2
HS-601 285

HS-601 285

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 3
HS-601 305

HS-601 305

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 4
HS-601 409

HS-601 409

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 5
HS-601 459

HS-601 459

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 2, NO. 6
HS-601 632

HS-601 632

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 1
HS-601 709

HS-601 709

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 2
HS-601 763

HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A:
INJURY CAUSATION. VOL. 3, NO. 3
HS-601 764

HS-601 764

VEHICLE CONTROL
THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

VEHICLE DESIGN
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE
BREAKAWAY PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1A

STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1968. MARCH 28, 1974
HS-014 648

DESIGN AND DURABILITY: PERSPECTIVE OR REGULATION?
HS-014 674

INJURY TO PEDESTRIANS
HS-014 692

AN INTRODUCTION TO STRUCTURAL ANALYSIS
HS-014 699

AUTOMOTIVE USE OF FINITE ELEMENT METHODS--INTRODUCTION AND OVERVIEW
HS-014 700

HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN CYCLE
HS-014 701

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-001 141

VEHICLE DEFLECTORS
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

VEHICLE DYNAMICS
SIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS
HS-014 603

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

AN INTRODUCTION TO STRUCTURAL ANALYSIS
HS-014 699

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-001 123

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL REPORT 1972
HS-001 142

VEHICLE HANDLING
SUSPENSION GEOMETRY
HS-014 596

TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

ANOTHER CHANCE FOR ELECTRICALS?
HS-014 613

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

SAFER CARS BY 1977
HS-014 681

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

VEHICLE INSPECTION
THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION PROGRAM
HS-014 615

MICHIGAN SCHOOL BUS ACCIDENTS. SCHOOL YEAR 1971-1972
HS-014 629

VEHICLE INTERFACE
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

VEHICLE KINEMATICS
SUSPENSION GEOMETRY
HS-014 596

POWER FLOW AND TORQUE IN EPICYCLIC GEARING
HS-014 601

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 1
HS-014 604

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 2
HS-014 605

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-001 123

HS-014 612

VEHICLE LIGHTING
DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

HIGH BEAM INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS
HS-014 683

INJURY TO PEDESTRIANS
HS-014 692

VEHICLE LIGHTING
HS-001 106

VEHICLE MAINTENANCE
THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION PROGRAM
HS-014 615

INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

VEHICLE MILEAGE
AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

VEHICLE MOTORCYCLE COLLISIONS
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

VEHICLE NOISE
EMISSIONS AND NOISE
HS-014 594

TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

VEHICLE PEDESTRIAN COLLISIONS
SAFER CARS BY 1977
HS-014 681

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

INJURY TO PEDESTRIANS
HS-014 692

VEHICLE PERFORMANCE
TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

VEHICLE POSITIONING
A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY
HS-014 695

VEHICLE REGISTRATION
AGENDA FOR THE SUBCOMMITTEE ON REGISTRATION
HS-014 644

VEHICLE RIDING QUALITIES
SUSPENSION GEOMETRY
HS-014 596

TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

VEHICLE ROAD INTERFACE
SUSPENSION GEOMETRY
HS-014 596

SIMULATED ROAD TESTING
HS-014 598

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE

TIPE ROUGHNESS--WHICH TIPE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

INJURY TO PEDESTRANS
HS-014 692

VEHICLE SAFETY
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

SAFER CARS BY 1977
HS-014 681

THE FORD LOWER CONTROL ARM SAFETY DEFECT CASE
HS-014 693

VEHICLE SAFETY STANDARDS
A FEFT OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

STEEL CABLE BUMPER DEFLECTOR
HS-014 671

THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

DESIGN AND DURABILITY: PERSUASION OR REGULATION?
HS-014 674

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-001 123

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-001 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL REPORT 1972
HS-001 142

VEHICLE SIZE LIMITS
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

VEHICLE STABILITY
TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

USING MEASUREMENT IN AUTOMOTIVE ENGINEERING
HS-014 621

A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

VEHICLE TRAJECTORIES
MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 2.
NO. 5
HS-600 673

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 3
HS-600 778

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 4
HS-600 912

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 5
HS-600 928

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 3.
NO. 6
HS-600 977

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 4
HS-600 979

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 5
HS-600 980

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 6
HS-600 981

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 7
HS-600 982

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 8
HS-600 983

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 9
HS-600 984

NO. 7
HS-601 033

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 8
HS-601 084

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 9
HS-601 135

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 1. NO. 10
HS-601 136

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 1
HS-601 187

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 1
HS-601 218

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 2
HS-601 244

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 2
HS-601 285

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 3
HS-601 291

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 3
HS-601 305

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 5
HS-601 395

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 4
HS-601 409

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 6
HS-601 447

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 5
HS-601 459

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 7
HS-601 499

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 8
HS-601 551

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 9
HS-601 602

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 2. NO. 6
HS-601 632

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 10
HS-601 654

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 1
HS-601 705

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 3. NO. 1
HS-601 709

MULTIDISCIPLINARY ACCIDENT INVESTIGATION SUMMARIES. VOL. 1.
NO. 2
HS-601 762

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 3. NO. 2
HS-601 763

TRI-LEVEL ACCIDENT INVESTIGATION SUMMARIES. LEVEL 3-A: INJURY CAUSATION. VOL. 3. NO. 3
HS-601 764

DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-801 123

VEHICLE USAGE
INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT SYSTEMS
HS-014 664

VEHICLE VEHICLE IMPACT TESTS
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966, MARCH 28, 1974
HS-014 648

SUMMARY. FINAL REPORT.
HS-801 080

VEHICLE VISIBILITY
DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

ORSTACIE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN
SEALLED BEAM HEADLIGHTS
HS-014 643

VEHICLE LIGHTING
HS-801 106

VEHICLE WEIGHT
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE
BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1:
MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

CATERPILLAR 3400 SERIES ENGINES
HS-014 656

STEEL CALF BUMPER DEFENDER
HS-014 671

FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS,
SUMMARY. FINAL REPORT
HS-801 080

VEHICLE WIDTH
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON
CURVES. FINAL REPORT
HS-014 612

VELOCITY
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY
VEHICLES ON A HIGHWAY
HS-014 695

VIBRATION
SELECTING INSTRUMENTATION FOR AUTOMOTIVE TEST AND
MEASUREMENT
HS-014 622

VIBRATION PROTECTION
TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

VIRGINIA
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

VISION TESTS
AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

VISUAL ACUITY
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 644

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN
INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
ON MOTORWAYS
HS-014 686

VISUAL AIDS
AIR QUALITY MANUAL: VOL. 7. A METHOD OF ANALYZING AND
REPORTING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 636

VISUAL AIMERS
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

VISUAL PERCEPTION
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-801 094

VOLKSWAGEN BEETLE
VEHICLE DISABILITY STUDY--PILOT PROGRAM. VOL. 4: DATA
COMPENDIUM. FINAL REPORT
HS-801 104

VOLKSWAGENS
EMISSION CONTROL SERIES: PT. 4. VOLKSWAGEN
HS-014 624

VOLKSWAGENWERK (WEST GERMANY)
DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA)
USED IN A FLEET TEST PROGRAM
HS-014 662

WARNING SIGNS
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

WARNING SYSTEM DEACTIVATION
INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT
HS-014 633

WARNING SYSTEMS
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

WATER EFFECTS
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

WATER ENTRY DYNAMICS
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

WEAR TESTS
STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER
WEAR
HS-014 666

AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICTION
HS-014 667

DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

WEATHER
AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON
THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

WEBBING
THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

WEBBING ELONGATION
THE FUTURE OF SEAT BELTS
HS-014 606

WEIGHT
WET CLUTCH LINING-LUBRICANT ADDITIVE INTERACTIONS
HS-014 668

WEIGHT DISTRIBUTION
TRACTION V. STABILITY IN PASSENGER CARS
HS-014 599

WEIGHT TO POWER RATIO
DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

WET ROAD CONDITIONS
ACCIDENTS: THEIR COST AND RELATION TO SURFACE
CHARACTERISTICS
HS-014 617

DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

WET VS DRY ROAD ACCIDENTS
ACCIDENTS: THEIR COST AND RELATION TO SURFACE
CHARACTERISTICS
HS-014 617

WETTING
DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD.
INTERIM REPORT
HS-801 133

WHEEL PERFORMANCE
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

WHEEL SOIL INTERFACE
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

WHEELBASES
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON
CURVES. FINAL REPORT
HS-014 612

WIND
AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON
THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

WIND DIRECTION
AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO
ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM
REPORT
HS-014 634

WIND TRAJECTORIES
AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO
ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

HS-014 634

WIND VELOCITY

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO
ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM
REPORT
HS-014 634

WINDSHIELD CAUSED INJURIES

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 638

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 639

WINDSHIELD DESIGN

SAFER CARS BY 1977
HS-014 641

WINDSHIELD DIRT ACCUMULATION

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT
FILM. FINAL REPORT
HS-001 13A

WINDSHIELD IMPACT TESTS

CRASH TEST DEVICE DEVELOPMENT: REPPATABLE PETE. APPENDIX A.
HSRI TEST PROCEDURES. APPENDIX B. SLED TEST SUMMARY DATA.
FINAL REPORT
HS-014 638

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 639

WINDSHIELD PENETRATION

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 639

WINDSHIELD RESEARCH

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT
FILM. FINAL REPORT
HS-001 13A

WINDSHIELD WASHING FLUIDS

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT
FILM. FINAL REPORT
HS-001 13B

WINDSHIELD WIPERS

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT
FILM. FINAL REPORT
HS-001 13B

WINDSHIELDS

FORMULATION OF A REALISTIC WINDSHIELD AND HEADLIGHT DIRT
FILM. FINAL REPORT
HS-001 13B

WINTER DRIVING

CORROSION OF HSLA AND MILD STEELS BENEATH VEHICLES
HS-014 653

WORK REST CYCLES

CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

WORK TIME STANDARDS

CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

AGENDA FOR THE SUBCOMMITTEE ON DRIVERS
HS-014 645

WRONG WAY DRIVING

WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

WRONG WAY SIGNS

WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS. FINAL REPORT
HS-014 616

ZINC

DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL
GALVANIZED SHEET PRODUCTS
HS-014 651

PERSONAL AUTHOR INDEX

AKAMATSU, T.
MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 654

ALBERTSON, C. F.
WET CLUTCH LINING-HYDRAULIC ADDITIVE INTERACTIONS
HS-014 668

ANDERSON, R. I.
DEXRON-II AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

APPLEY, M. R.
INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT
SYSTEMS
HS-014 664

ARROPA, G. P.
SIMULATION OF VEHICLE DYNAMIC BRAKING CHARACTERISTICS
HS-014 603

JUSTIN, R. H.
WHY TIME FOR ROLL-UP LANS
HS-014 619

RAEFLER, T. V.
TRANSMISSION SYSTEM ANALYSIS FOR VARIED TASKS
HS-014 600

RAKFP, A.
EMISSIONS AND NOISE
HS-014 594

RAMPTON, D.
LEGISLATION AND THE DIESEL ENGINE
HS-014 602

REATON, J. L.
ATP QUALITY MANUAL: VOL. 2. SYNTHESIS OF INFORMATION ON
HIGHWAY TRANSPORTATION AND ATP QUALITY. FINAL REPORT
HS-014 637

REFROMIT, R.
MATHEMATICAL MODEL TO SIMULATE SAFE HANDLING OF AUTOMOTIVE-
TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

REHMANN, J. F.
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE
BREAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1:
MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 629

RETTI, T. A.
A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN
INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
ON MOTORWAYS
HS-014 686

REFRATCHENKO, M.
THE EFFECT OF TIRE CONSTRUCTION ON FUEL ECONOMY
HS-014 677

RENTZ, L. J.
INCREASED SEAT BELT USE AS A RESULT OF IMPROVED SEAT BELT
SYSTEMS
HS-014 664

RODO, S.
ISOLATION OF FLAWS BY USE OF THERMAL DIFFERENTIALS ON A TIRE
UNDER MILD LOADING CONDITIONS. PRELIMINARY MEMORANDUM
HS-020 206

ROSSAGLIA, C.
ALFA-SUD FLAT FOUR ENGINE
HS-014 650

RUITTING, J. P.
A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN
INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
ON MOTORWAYS
HS-014 686

RURGENBERG, V. F.
ALCOHOL AND HIGHWAY SAFETY CURRICULUM WORKSHOPS FOR K-12 KEY
PERSONNEL. FINAL REPORT
HS-001 149

RURMAN, G. A.
AN OPTICAL OBJECT DETECTION SYSTEM FOR SENSING OBSTRUCTIONS
TO LOW SPEED VEHICLES
HS-014 640

RUSH, G. W.
FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL
BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

RUTIFER, D. M.
SUSPENSION GEOMETRY
HS-014 596

RUTIFER, J. L.

CUMMINS K-SERIES ENGINES
HS-014 654

RYCZYNSKI, S.
CAN 10 HOURS CAUSE ACCIDENTS?
HS-014 610

CARLSON, L. E.
DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-001 123

CARL, F. J.
HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL
ORGANIZATIONS
HS-014 704

CARASSA, PNO, J.
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

CERNES, C. D.
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608

HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

CHAFFIN, D. R.
LINK SYSTEM OF THE HUMAN TORSO. FINAL REPORT
HS-014 618

CHANG, D. C.
EFFECTS OF FLXIBLE CONNECTIONS ON BODY STRUCTURAL RESPONSE
HS-014 659

CHIRICO, D.
ALFA-SUD FLAT FOUR ENGINE
HS-014 650

CLARK, G. S.
DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVER. VOL. 2. TECHNICAL REPORT (FINAL)
HS-001 123

CLAYTON, A. R.
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL
AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

A PILOT STUDY TO INVESTIGATE THE VALUE OF HEART RATE AS AN
INDEX OF THE STRESS IMPOSED UPON POLICE PATROL CAR DRIVERS
ON MOTORWAYS
HS-014 686

NORMAL DRIVING BEHAVIOUR AT MOTORWAY INTERCHANGES
HS-014 687

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE
SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

CORNWELL, P. R.
PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

COPESWELL, JR., J. S.
THE MICHIGAN TRIAL SUBSTITUTE MOTOR VEHICLE INSPECTION
PROGRAM
HS-014 615

DAVISON, E. D.
DEXRON-II AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 689

TRANSMISSION AIR BREATHING SUPPRESSOR (TABS) VALVE--A DEVICE
FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

DAVIS, C. S.
ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--STATICS
HS-014 702

DAVIS, P. L.
HOW FINITE ELEMENT METHODS IMPROVE THE DESIGN CYCLE
HS-014 701

ELLIS, J. R.
SUSPENSION GEOMETRY
HS-014 596

ESHELMAN, R. H.
EGS SYSTEMS AND THE ENERGY CRUNCH
HS-014 706

ESTES, E. M.
ALTERNATIVE AUTOMOTIVE POWER PLANTS
HS-014 597

FELL, J. C.
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS. TECHNICAL REPORT
HS-801 144

FIELD, D. R.
DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

FISHER, A. J.
THE LUMINOUS INTENSITY REQUIREMENTS OF VEHICLE FRONT LIGHTS FOR USE IN TOWNS
HS-014 683

FISHER, R. S.
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL REPORT 1972
HS-801 142

FITZGEORGE, D.
POWER FLOW AND TORQUE IN EPICYCLIC GEARING
HS-014 601

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 1
HS-014 604

A SHORT CUT TO EPICYCLIC GEARING DESIGN--PT. 2
HS-014 605

FOSTY, J. W.
NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

FREUDENBERGER, P.
EMISSION CONTROL SERIES: PT. 2. AMC
HS-014 626

EMISSION CONTROL SERIES: PT. 3. CHRYSLER CORPORATION
HS-014 627

FRIHAUF, F. J.
AUTOMATIC TRANSMISSION FLUIDS--SOME ASPECTS ON FRICTION
HS-014 667

GARPTEL, J. D.
WRONG-WAY DRIVING ON CALIFORNIA FREEWAYS
HS-014 607

GARDNER, R. F.
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

GARRETT, J. H.
CUMMINS K-SERIES ENGINES
HS-014 654

GARRETT, K.
TURBOCHARGING THE PETROL ENGINE
HS-014 623

GOODWIN, M. C.
DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

GOTTESMAN, C. A.
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

GRAYLS, S. H.
TRACTION V. STABILITY IN PASSENGER CARS
HS-014 590

HADDON, JR., W.
STATEMENT BEFORE THE SENATE COMMITTEE ON COMMERCE, OVERSIGHT HEARINGS ON THE NATIONAL TRAFFIC AND MOTOR VEHICLE SAFETY ACT OF 1966. MARCH 28, 1974
HS-014 648

HAMANN, W. C.
HOW FINITE ELEMENT METHODS ARE INTRODUCED IN LARGE AND SMALL ORGANIZATIONS
HS-014 704

HARDY, F. A.
NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

HARP, JR., J. L.
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

HAVILAND, M. L.
DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

TRANSMISSION AIR BREATHING SUPPRESSOR (TARS) VALVE--A DEVICE FOR IMPROVING AUTOMATIC TRANSMISSION FLUID LIFE
HS-014 670

HELMERS, G.
HIGH REAR INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

HICKLING, R.
AN INVESTIGATION OF THE NOISE AND OVERPRESSURE GENERATED BY THE SAFETY AIR CUSHION
HS-014 660

HINKLE, S. J.
DETROIT DIESEL ALLISON'S SERIES 92 ENGINES
HS-014 655

HOCH, J. L.
CUMMINS K-SERIES ENGINES
HS-014 654

HODGSON, V. R.
BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE CURVATURE. FINAL REPORT
HS-801 002

HOLTER, L. C.
VEHICLE DISARMENT STUDY--PILOT PROGRAM. VOL. 3: DATA PROCESSING GUIDE. FINAL REPORT
HS-801 103

VEHICLE DISARMENT STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT
HS-801 104

HOTTA, Y.
FLASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

HOWELL, P. D.
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

INEN, P. W.
TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

JACOBS, P. A.
A RANDOM MEASURE MODEL FOR THE EMISSION OF POLLUTANTS BY VEHICLES ON A HIGHWAY
HS-014 695

JADVIS, J. R.
NORMAL DRIVING BEHAVIOUR AT MOTORWAY INTERCHANGES
HS-014 687

KERR, L. L.
THE GENERAL MOTORS HYDRAULIC-PNEUMATIC ENERGY ABSORBER APPLIED TO 1974 BUMPER SYSTEMS
HS-014 672

KIRIOKA, K.
FLASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

KIRK, F. J.
CATERPILLAR 3400 SERIES ENGINES
HS-014 656

KOLRUSZEWSKI, J.
A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

KRULL, D. R.
CATERPILLAR 3400 SERIES ENGINES
HS-014 656

LAGERQUEST, R. F.
FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS. SUMMARY. FINAL REPORT
HS-801 080

LEWIS, J. M.
A FLFT OPERATOR'S COMMENTS ON FMVSS 121 BRAKING SYSTEM COMPATIBILITY
HS-014 665

LONG, W. R.
VEHICLE DISARMENT STUDY--PILOT PROGRAM. VOL. 3: DATA PROCESSING GUIDE. FINAL REPORT
HS-801 103

VEHICLE DISARMENT STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT
HS-801 104

LORIA, F. A.
FATIGUE PROPERTIES OF GALVANIZED STEEL AND HOT ROLLED STEEL BEFORE AND AFTER EXPOSURE TO SALT SPRAY
HS-014 652

MACFARLAND, R. M.

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY. VOL. 1
HS-014 679

RURAL TRAFFIC ACCIDENTS
HS-014 680

PUBLIC LIGHTING AND ROAD ACCIDENTS
HS-014 682

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 2
HS-014 684

A STUDY OF THE EFFECTS OF CERTAIN TRANQUILIZERS AND SMALL AMOUNTS OF ALCOHOL UPON DRIVING PERFORMANCE
HS-014 685

A REPORT ON THE ROAD ACCIDENT RESEARCH PROJECT TO THE SCIENCE RESEARCH COUNCIL. TRANSPORT SAFETY VOL. 3
HS-014 688

INJURIES FROM GLASS IN MOTOR VEHICLES
HS-014 689

PEDESTRIAN AND CYCLIST ROAD ACCIDENTS
HS-014 691

INJURY TO PEDESTRIANS
HS-014 692

MACKAY, M.
SAFER CARS BY 1977
HS-014 693

MARSHALL, K. D.
TIPE ROUGHNESS--WHICH TYPE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

MARTENS, J. F.
DESIGN AND DAMAGEFATILITY: PERSPECTIVE OR REGULATION?
HS-014 674

MASSEY, W. C.
MINI TINTSCTPI TARY ACCIDENT INVESTIGATION--VOL. 1. MMF--FINAL REPORT 1972
HS-001 141

MIN TINTSCTPI TARY ACCIDENT INVESTIGATION--VOL. 2. MMF--FINAL REPORT 1972
HS-001 142

MCCLINTOCK, P.
A LABORATORY STUDY OF AUTOMATIC TRANSMISSION THRUST WASHER
WEAP
HS-014 666

MCFARLANE, J. H.
CRASH TEST DEVICE DEVELOPMENTS: REPEATABLE PETE. APPENDIX A.
HOST TEST PROCEDURES. APPENDIX B. SLFD TEST SUMMARY DATA.
FINAL REPORT
HS-014 638

MCKEEHEN, J. S.
DEVELOPMENT OF TECHNIQUES TO PREVENT OCCUPANT EJECTION
DURING ROLLOVERS. VOL. 2. TECHNICAL REPORT (FINAL)
HS-001 123

MELDRUM, S. H.
CORROSION OF HSIA AND MID STEELS BENEATH VEHICLES
HS-014 653

MILLER, P. F.
TIPE ROUGHNESS--WHICH TYPE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

MORTIMER, P. G.
INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP SYSTEM
HS-014 646

INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

MURPHY, P. W.
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS. PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

NAVRACZYNSKI, L.
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS. FINAL REPORT
HS-014 697

NEVILLE, R. J.
CORROSION OF HSIA AND MID STEELS BENEATH VEHICLES
HS-014 653

NIERAT, P. K.
HST CLUTCH LUBRICANT-LUBRICANT ADDITIVE INTERACTIONS
HS-014 664

NICHOL, F.
THE FUTURE OF SEAT BELTS

HS-014 697

OEHM, K.
DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA) USED IN A FLEET TEST PROGRAM
HS-014 662

OHKUNO, Y.
MEAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

OKAMOTO, K.
THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

OLSON, P. L.
INVESTIGATION OF SOME FACTORS AFFECTING THE AIM OF HEADLAMPS
HS-014 647

OSORNO, R. F.
DEXRON-2 AUTOMATIC TRANSMISSION FLUID PERFORMANCE
HS-014 669

PATTULA, H.
DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA) USED IN A FLEET TEST PROGRAM
HS-014 662

PARMER, K.
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 2 OF 3
HS-014 608
HIGH MOBILITY VEHICLE DESIGN. AN INTRODUCTION: PT. 1 OF 3
HS-014 609

PERRINE, ED. & M. W.
ALCOHOL, DRUGS, AND DRIVING. FINAL REPORT
HS-001 096

PILKINGTON, 2ND, G. R.
A SIMPLIFIED PROCEDURE FOR COMPUTING VEHICLE OFFTRACKING ON CURVES. FINAL REPORT
HS-014 612

POND, J. R.
ANOTHER CHANCE FOR ELECTRICS?
HS-014 613

POST, D. V.
INVESTIGATION OF SWITCHING MODES FOR A THREE-BEAM HEADLAMP SYSTEM
HS-014 646

PRELIN, A. C.
DIFFERENTIALLY COATED AND OTHER EFFECTIVE, ECONOMICAL GALVANIZED SHEET PRODUCTS
HS-014 651

PRESTON, J. D.
DYNAMOMETER TEST FOR REPLACEMENT BRAKE LINING STANDARD.
INTERIM REPORT
HS-001 133

RALEY, W. L.
VEHICLE DISABLING STUDY--PILOT PROGRAM. VOL. 3: DATA PROCESSING GUIDE. FINAL REPORT
HS-001 103

VEHICLE DISABLING STUDY--PILOT PROGRAM. VOL. 4: DATA COMPENDIUM. FINAL REPORT
HS-001 104

RANZIERI, A. J.
AIR QUALITY MANUAL: VOL. 1. METEOROLOGY AND ITS INFLUENCE ON THE DISPERSION OF POLLUTANTS FROM HIGHWAY LINE SOURCES.
INTERIM REPORT
HS-014 630

AIR QUALITY MANUAL: VOL. 2. MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 631

AIR QUALITY MANUAL: VOL. 4. MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. INTERIM REPORT
HS-014 633

AIR QUALITY MANUAL. VOL. 5. APPENDIX TO VOLUME 4. INTERIM REPORT
HS-014 634

AIR QUALITY MANUAL: VOL. 6. ANALYSIS OF AMBIENT AIR QUALITY FOR HIGHWAY PROJECTS. INTERIM REPORT
HS-014 635

RAYMOND, S.
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

RIFFE, W. J.
STEEL CABLE RUMPER DECELERATOR
HS-014 671

RILEY, C. T.
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

MATHEMATICAL MODEL TO SIMULATE SAFF HANDLING OF AUTOMOBILE-TIRE COMBINATIONS AND DRIVER'S SKILL INTERACTIONS
HS-014 678

RORRINS, D. H.
A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

RORRITSON, I. S.
URBAN AREA SAFETY BELT USE IN AUTOMOBILES WITH STARTER-INTERLOCK BELT SYSTEMS: A PRELIMINARY REPORT
HS-014 694

RORRITS, D. C.
STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

ROPPR, W. L.
THE DRIVE TO CUT HOLIDAY DEATHS
HS-014 620

RUMAR, K.
DIRTY HEADLIGHTS--FREQUENCY AND VISIBILITY EFFECTS
HS-014 641

HIGH REAR INTENSITY AND OBSTACLE VISIBILITY
HS-014 642

OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN SEALED REAR HEADLIGHTS
HS-014 643

SABFY, R.
ACCIDENTS: THEIR COST AND RELATION TO SURFACE CHARACTERISTICS
HS-014 617

SAJII, H.
ELASTO-PLASTIC ANALYSIS OF AUTOMOBILE BODY STRUCTURE BY THE FINITE ELEMENT METHOD
HS-014 657

SARAGLIA, R. A.
NEW 2.3L FORD OHC ENGINE FOR 1974
HS-014 649

SCHMITDT, D. N.
VHICLE DISARLMENT STUDY--PILOT PROGRAM, VOL. 3: DATA PROCESSING GUIDE, FINAL REPORT
HS-801 103

VHICLE DISARLMENT STUDY--PILOT PROGRAM, VOL. 4: DATA COMPENDIUM, FINAL REPORT
HS-801 104

SCHUTZ, R. K.
LINK SYSTEM OF THE HUMAN TORSO, FINAL REPORT
HS-014 618

SCIFFRE, P. N.
WRONG-WAY MOVEMENTS ON DIVIDED HIGHWAYS, FINAL REPORT
HS-014 616

SCRTVO, J. V.
LINEAR IMPACT SLED FOR AUTOMOTIVE RUMPER TESTING
HS-014 673

SEIFFERT, U.
DESCRIPTION OF THE VOLKSWAGEN RESTRAINT AUTOMATIC (VW-RA) USED IN A FLEET TEST PROGRAM
HS-014 662

SHIBASAWA, K.
MAN CRUSHING STRENGTH OF CLOSED-HAT SECTION MEMBERS
HS-014 658

SHIRLEY, F. C.
ATR QUALITY MANUAL: VOL. 3, TRAFFIC INFORMATION REQUIREMENTS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY, INTERIM REPORT
HS-014 638

ATR QUALITY MANUAL: VOL. 7, A METHOD OF ANALYZING AND REPORTING HIGHWAY IMPACT ON AIR QUALITY, INTERIM REPORT
HS-014 636

SKOG, J. R.
ATR QUALITY MANUAL: VOL. 9, SYNTHESIS OF INFORMATION ON HIGHWAY TRANSPORTATION AND AIR QUALITY, FINAL REPORT
HS-014 637

SMITH, G. L.
AUTOMOTIVE USE OF FINITE ELEMENT METHODS--INTRODUCTION AND OVERVIEW
HS-014 700

SNYDER, R. G.
LINK SYSTEM OF THE HUMAN TORSO, FINAL REPORT
HS-014 618

A SYSTEMS ENGINEERING EVALUATION OF PASSIVE RESTRAINT SYSTEMS FOR CRASH-IMPACT ATTENUATION IN AIR TRANSPORT AIRCRAFT
HS-014 661

SOPHRE, I. M.
MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 1, MMF--FINAL REPORT 1972
HS-801 141

MULTIDISCIPLINARY ACCIDENT INVESTIGATION--VOL. 2, MMF--FINAL REPORT 1972
HS-801 142

SORENSEN, W. W.
PATTERNS OF AUTOMOBILE CRASH DAMAGE
HS-014 675

STAADT, R. L.
TRUCK NOISE CONTROL
HS-014 698

STERLING-SMITH, R. S.
A HUMAN FACTORS ANALYSIS OF MOST RESPONSIBLE DRIVERS IN FATAL ACCIDENTS, TECHNICAL REPORT
HS-801 144

SUGIURA, F.
THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

TATUM, S.
AN EVALUATION OF THE EFFECTIVENESS OF THE RAC/ACU MOTOR CYCLE TRAINING SCHEME--AN INTERIM REPORT
HS-014 614

THOMAS, L. M.
BREAKING STRENGTH OF THE HUMAN SKULL VS. IMPACT SURFACE CURVATURE, FINAL REPORT
HS-801 002

THOMPSON, J. F.
FUTURE DEVELOPMENTS IN STRUCTURAL ANALYSIS
HS-014 705

THORILL, H.
OBSTACLE VISIBILITY WITH EUROPEAN HALOGEN H4 AND AMERICAN SEALED REAR HEADLIGHTS
HS-014 643

VATL, C. F.
ILLUSTRATIONS OF AUTOMOTIVE FINITE ELEMENT MODELS--DYNAMICS
HS-014 703

WADA, A.
THE 1974 TOYOTA BELT INTERLOCK SYSTEM
HS-014 663

WEISSLER, P.
EMISSION CONTROL SERIES: PT. 4, VOLKSWAGEN
HS-014 624

WELLER, P. A.
LINEAR IMPACT SLED FOR AUTOMOTIVE RUMPER TESTING
HS-014 673

WELSH, H. W.
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS, FINAL REPORT
HS-014 697

WIK, T. R.
TIRE ROUGHNESS--WHICH TIRE NONUNIFORMITIES ARE RESPONSIBLE
HS-014 676

WINGENBACH, W. J.
FRONTAL AND SIDE IMPACT CRASHWORTHINESS--COMPACT CARS, SUMMARY, FINAL REPORT
HS-801 080

WINKLER, C. R.
A COMPUTER BASED MATHEMATICAL METHOD FOR PREDICTING THE BRAKING PERFORMANCE OF TRUCKS AND TRACTOR-TRAILERS, PHASE 1: MOTOR TRUCK BRAKING AND HANDLING PERFORMANCE STUDY
HS-014 628

WYKES, F. C.
STANDARD TESTS FOR CAMS AND FOLLOWERS
HS-014 595

YANO, R. A.
STUDY OF LOW EMISSION VEHICLE POWER PLANTS USING GASEOUS WORKING FLUIDS, FINAL REPORT
HS-014 697

CONTRACT NUMBER INDEX

CONTRACT DOT-HS-100-2-503
HS-801 149
CONTRACT DOT-HS-146-2-230
HS-801 002
CONTRACT DOT-HS-19A-2-316
HS-801 141
HS-801 142
CONTRACT DOT-HS-214-2-367
HS-801 123
CONTRACT DOT-HS-257-2-461
HS-801 080
CONTRACT DOT-HS-261-3-771
HS-801 103
HS-801 104
CONTRACT DOT-HS-265-2-489
HS-801 096
CONTRACT EHSN-71-003
HS-014 697
CONTRACT FH-11-7730
HS-014 630
HS-014 631
HS-014 632
HS-014 633
HS-014 634
HS-014 635
HS-014 636
HS-014 637
CONTRACT F-33615-70-C-1777
HS-014 618
CONTRACT F-33657-71-C-1078
HS-014 661
CONTRACT HS203
HS-802 206

CONTRACT N00014-67-A-0112-0031
HS-014 695
CONTRACT UM-7204-C128
HS-014 646
HS-014 647
CONTRACT DOT-HS-268-2-517 S, INC., MCLEAN, VA.
HS-801 112
CONTRACT FH-11-7098 B., INC., BUFFALO, N.Y.
HS-600 778
HS-600 979
HS-600 980
HS-600 981
HS-600 982
HS-600 983
HS-600 984
HS-601 136
HS-601 218
CONTRACT DOT-HS-053-2-277
HS-601 285
HS-601 305
HS-601 409
HS-601 459
HS-601 632
HS-601 763
HS-601 764
CONTRACT DOT-HS-137-1-210
HS-801 169
CONTRACT DOT-HS-120-3-773
HS-801 124
CONTRACT DOT-HS-256-3-542 , MD.
HS-801 138
CONTRACT DOT-HS-123-3-774 NGTON, D.C.
HS-801 151

REPORT NUMBER INDEX

DR-212 AN5
HS-014 628
DR-210 911. " FHWA-RD-72-33
HS-014 630
DR-210 912. " FHWA-RD-72-34
HS-014 631
DR-210 913. " FHWA-RD-72-35
HS-014 632
DR-210 914. " FHWA-RD-72-36
HS-014 633
DR-210 915. " FHWA-RD-72-37
HS-014 634
DR-210 916. " FHWA-RD-72-38
HS-014 635
DR-210 917. " FHWA-RD-72-39
HS-014 636
DR-210 918. " FHWA-RD-72-40
HS-014 637
DR-220 149. " APTD-1226
HS-014 637
DR-224 044
HS-014 647
DR-224 251
HS-014 646
DR-224 448
HS-014 646
DR-225 177
HS-014 639
SAF-SP-326
HS-014 639
AP-751 639
HS-014 640
APTD-15598
HS-014 646
CA-HVY-10-7000-1-72-45
HS-014 637
CA-HVY-10-6570025(1)-72-11
HS-014 630
CA-HVY-10-6570025(2)-72-10
HS-014 631
CA-HVY-10-6570025(3)-72-09
HS-014 632
CA-HVY-10-6570025(4)-72-08
HS-014 633
CA-HVY-10-6570025(4)-72-08-APP
HS-014 634
CA-HVY-10-6570025(5)-72-07
HS-014 635
CA-HVY-10-6570025(6)-72-06
HS-014 636
NFTD-042
HS-014 637
HS-014 638
HS-014 639
NFTD-042
HS-014 639
HS-014 640
HS-014 641
HS-014 642
HS-014 643
HS-014 644
HS-014 645
HS-014 646
HS-014 647
HS-014 648
HS-014 649
HS-014 650
HS-014 651
SAF-740034
HS-014 652
SAF-740035
HS-014 653
SAF-740036
HS-014 654
SAF-740037
HS-014 655
SAF-740038
HS-014 656
SAF-740039
HS-014 657
SAF-740040
HS-014 658
SAF-740041
HS-014 659
SAF-740042
HS-014 660
SAF-740044
HS-014 661
SAF-740046
HS-014 662
SAF-740047
HS-014 663
SAF-740048
HS-014 664
SAF-740049
HS-014 665
SAF-740050
HS-014 666
SAF-740051
HS-014 667
SAF-740052
HS-014 668
SAF-740053
HS-014 669
SAF-740055
HS-014 670
SAF-740056
HS-014 671
SAF-740061
HS-014 672
SAF-740063
HS-014 673
SAF-740064
HS-014 674
SAF-740065
HS-014 675
SAF-740066
HS-014 676
SAF-740067
HS-014 677
SAF-740069
HS-014 678
SP-7
HS-A01 106
SP-9
HS-A01 136
SP-20
HS-014 697
TR-29
HS-014 695
TSR2102-VOL-3
HS-A01 103
TSR2102-VOL-4
HS-A01 104
UM-HSPRI-R1-73-3-2
HS-014 638
UM-HSPRI-HF-73-13
HS-014 647
UM-HSPRI-HF-73-14
HS-014 701

CONTRACTS AWARDED

NHTSA CONTRACTS AWARDED

DOT-HS-027-3-785

LABORATORY TEST PROCEDURES

General Environments Corp.
6840 Industrial Road
Springfield, Va. 22151

No change
\$28,800.00

This modification provides for the testing of eight (8) passenger vehicles in accordance with FMVSS No. 215 dated May 18, 1973 (NHTSA Laboratory Procedures).

DOT-HS-042-3-783

LABORATORY TEST PROCEDURES

Ogden Technology Laboratory, Inc.
1536 East Valencia Drive
Fullerton, Calif. 92631

No change
\$19,650.00

This modification provides for the testing of ten (10) passenger vehicles in accordance with FMVSS No. 214 dated May 18, 1973 (NHTSA Laboratory Test Procedures).

DOT-HS-042-3-783

LABORATORY TEST PROCEDURES

Ogden Technology Laboratory, Inc.
1536 East Valencia Drive
Fullerton, Calif. 92631

No change
\$21,150.00

This modification provides for the testing of fifteen (15) passenger vehicles in accordance with FMVSS No. 216 dated May 18, 1973 (NHTSA Laboratory Test Procedures).

DOT-HS-042-3-783

LABORATORY TEST PROCEDURES

Ogden Technology Laboratory, Inc.
1536 East Valencia Drive
Fullerton, Calif. 92631

No change
\$8,925.00

This modification provides for the testing of five (5) passenger vehicles in accordance with FMVSS No. 216 dated May 18, 1973 (NHTSA Laboratory Test Procedures).

DOT-HS-044-3-784

LABORATORY TEST PROCEDURES

Dynamic Science
Division of Ultrasystems, Inc.
1850 W. Pinnacle Peak Road
Phoenix, Ariz. 05027

No change
\$26,460.00

This modification provides for the testing of four (4) passenger vehicles in accordance with FMVSS No's 208, 212, and 301, dated May 18, 1973 (NHTSA Laboratory Test Procedures).

DOT-HS-063-1-081 IA Mod. 6

ADVANCED BELT RESTRAINT SYSTEMS TESTS

Department of the Navy
Naval Air Development Center
Warminster, Pa. 18974

Extended to 31 Dec 74
Increased \$29,737.00

NHTSA seat and restraint system for use with dummy and human tests will be installed. Dummy tests will be conducted and refresher runs made for volunteer subjects V4 and V7 at 17.5 mph and 30 mph.

DOT-HS-066-3-782

LABORATORY TEST PROCEDURES

Agbabian Associates
250 No. Nash Street
El Segundo, Calif. 90245

No change
\$42,749.00

This modification provides for testing of sixteen (16) passenger vehicles in accordance with FMVSS No. 215, and for testing of fifteen (15) passenger vehicles in accordance with FMVSS No's 208, 212, and 301, all dated May 18, 1973 (NHTSA Laboratory Test Procedures).

DOT-HS-068-3-565

FLAMMABILITY OF INTERIOR MATERIALS

United States Testing Co., Inc.
1415 Park Avenue
Hoboken, Hudson, N. J. 07030

No change
\$612.00

Twenty (20) tests on the Flammability of Interior Materials FMVSS No. 302 will be made.

DOT-HS-213-3-695 Mod. 4

APL/JHU HYBRID VEHICLE HANDLING PROGRAM

Department of the Navy
Naval Ordnance Systems Command
Washington, D.C. 20360

Extended through 30 Nov 75

Increased \$34,000.00

The modification will provide for computational support of Contract DOT-HS-4-00943.

DOT-HS-364-3-757 Mod. 2

ON-THE-ROAD DRIVING BEHAVIOR AND BREATH ALCOHOL CONCENTRATION

Psychological Research Foundation of Vermont, Inc.
P.O. Box 867
Burlington, Vt. 05401

Extended through 28 Feb 75

\$56,549.00

Additional data on driving behavior associated with different levels of Blood Alcohol Content (BAC) that may lead to accidents is to be collected to assure that the original research design is completed. Preliminary analysis of the data will be made to determine if the field activities and sample size are adequate. Appropriate changes in the field procedures and sample selection will be made with the concurrence of the Contract Technical Manager.

DOT-HS-4-00849 Mod. 2

CONTRACT TECHNICAL MANAGEMENT SEMINAR

Sterling Institute
2600 Virginia Avenue, N.W.
Washington, D.C. 20037

Extended to 31 Dec 74

\$7,200.00

The modification provides for a sixth and a seventh training seminar to be held for National Highway Traffic Safety (NHTSA) Contract Technical Managers. The course is designed to cover the role and responsibilities of such personnel throughout the procurement process, with emphasis on work statements, contract awards, evaluation criteria, contract development and contract administration.

DOT-HS-4-00905 Mod. 1

TIRE TREADWEAR TEST

South Texas Tires Test Fleet
P.O. Drawer J
Devine, Texas 78238

No change

\$6,696.00

The Contractor shall measure tread and make tire rotations after each 800 miles, running an additional 24,000 test miles to increase the total vehicle mileage from 114,600 to 138,600 miles.

DOT-HS-4-00908 Amend. 1

TIRE TESTING FOR UNIFORM QUALITY GRADING SYSTEM

Department of the Air Force
HQ 6940th Air Group (USAFFS)
Goodfellow Air Force Base, Texas 76901

No change

\$31,400.00

An additional pavement overlay (80' x 600') with striping into ten (10) equal areas adjacent to building 431 is provided for. Twelve (12) rooms within building 431 will be equipped with necessary lighting, electrical, and air services with lexan safety glass in partitions as indicated. Additional electrical and air service will be provided for ten (10) posts located at the pavement overlay areas, and for the perimeter road between avenue C and the skid pad access road paved with hot mix overlay.

DOT-HS-4-00914

PEDESTRIAN AND BICYCLE SAFETY STUDY REPORT WRITING AND ADVISORY PANEL MEETING

Lawrence Johnson & Associates, Inc.
2001 S Street, N.W.
Suite 502
Washington, D.C. 20009

This contract is awarded by the Small Business Administration under the authority of Section 8(a) of the Small Business Act (15 USC 637(a)), and will be administered by the Department of Transportation/National Highway Traffic Safety Administration.

To be completed 15 Oct 74

\$30,700.00

A three (3) day pedestrian and bicycle safety advisory panel meeting shall be arranged and conducted. The purpose of the panelists attending shall be to evaluate the effectiveness of a listing of candidate pedestrian and bicycle safety programs provided by the National Highway Traffic Safety Administration (NHTSA), and to develop a priority for those programs determined to be most effective.

DOT-HS-4-00938

**REVIEW AND ANALYSIS OF ASAP ENFORCEMENT
EFFORT**

Planning and Human Systems, Inc.
4201 Cathedral Avenue, S.W.
Washington, D.C. 20016

This contract is awarded by the Small Business Administration under the authority of Section 8(a) of the Small Business Act (15 USC 637(a)), and will be administered by the Department of Transportation, National Highway Traffic Safety Administration.

To be completed one (1) year from date of contract award

\$135,619.00

The nature and scope of enforcement activity of 27 different Alcohol Safety Action Projects (ASAP's) will be reviewed and analyzed. All phases of the overall enforcement effort are to be considered for relative effectiveness and efficiency, actual or potential. Comparative evaluations of the testing function for presence of alcohol, and of the recording function of the program will be made among the sites involved.

DOT-HS-4-0939

REVIEW AND SUMMARY OF STATE AND COMMUNITY ALCOHOL COUNTERMEASURES PROGRAMS

Planning and Human Systems, Inc.
4201 Cathedral Avenue, S.W.
Washington, D.C. 20016

This contract is awarded by the Small Business Administration under the authority of Section 8(a) of the Small Business Act (15 USC 637(a)), and will be administered by the Department of Transportation, National Highway Traffic Safety Administration.

To be completed by 30 Sept 74

\$46,964.00

Highway safety alcohol countermeasure programs being conducted by States and their political subdivisions are to be studied. Data requirement design will be identified and procedures will be set out for collection of data regarding State and community Alcohol Countermeasures Programs compatible with existing Alcohol Safety Action Project (ASAP) evaluation data system and access method. The impact of the National Alcohol Countermeasure Programs on State and local highway safety programs is to be determined and results of the entire study will be combined for use of the highway safety community-at-large in guidance and application as appropriate.

DOT-HS-5-01025

TIRE TREADWEAR TEST-REPRODUCIBILITY

Automotive Research Associates, Inc.
5404-08 Bandera Road
San Antonio, Texas 78238

To be completed five (5) weeks from date of contract award

\$55,188.00

The specific objective of this contract is to determine reproducibility of test results achieved under DOT-HS-4-00905 on selected candidate tires and the variability of National Highway Traffic Safety Administration (NHTSA) course monitoring results. It will also determine if commercial tires of different size but the same make give the same results. Three (3) convoys, each composed of five (5) identical vehicles and one compact vehicle, shall be operated on a treadwear course of 400 miles length, spaced 20 minutes apart. 18 vehicles using a total of 72 tires will be run for a total vehicle mileage equal to 144,000. Tires will be inflated, rotated, and measured for tread depth at specified intervals in the testing with resultant data being furnished to NHTSA/SRL personnel on a daily basis. Temperature and humidity will be determined, and wet miles recorded as well as mileage on any tire that fails.

DOT-HS-5-01026

TIRE TREADWEAR TEST-VARIABILITY AND NIGHT TESTING

South Texas Tire Test Fleet, Inc.
P.O. Drawer J
Devine, Texas 78016

To be completed five (5) weeks from date of contract award

\$65,923.20

Objectives are to determine the variability of the treadwear course, established under DOT-HS-4-00905, when vehicles test the course in different order, and to determine the effects of night testing. The Contractor shall run 24 vehicles, equipped with 96 new tires, a total of 8000 miles in 400-mile segments. Tires will be inflated, rotated, and measured for tread depth at specified intervals. Temperature and humidity will be determined, and wet miles recorded, together with mileage on any tire which fails during the testing. Resultant data will be furnished to National Highway Traffic Safety Administration (NHTSA) personnel on a daily basis.

DOT-HS-5-01027

CONTROL TIRE MOLD. CONTROL TIRES

The Armstrong Rubber Company
500 Sargent Drive
New Haven, Conn. 06507

To be completed 160 days from date of contract award

\$28,450.50

A 6.50-15 mold cavity and tread design for traction and treadwear testing is to be manufactured in accordance with National Highway Traffic Safety Administration (NHTSA) Drawing No. 1004. Tire will be manufactured in accordance with tire construction requirements in Table IV, Docket 25; Notice 7(a) which appeared in *Federal Register*, v.39, n.3 Friday, January 4, 1974. A total of 200 tires will be produced (50 each in sizes 6.50-15, 7.75-14, 8.55-15 and 6.50-13).

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Office of Administration

WASHINGTON, D.C. 20590

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